

**EXPLORING PUBLIC ATTITUDES ON OAHU ABOUT
TRANSPORTATION ISSUES**
A Telephone Survey among Oahu Residents

Prepared for:

OAHU METROPOLITAN PLANNING ORGANIZATION

November 2004

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	4
RESEARCH OBJECTIVES	8
RESEARCH METHODS.....	9
SURVEY FINDINGS	
I. Making Transportation Improvements	13
II. Support for Tax Increases To Fund Improvements	22
III. Importance of Transportation Planning Goals	33
IV. Characteristics of Oahu Respondents	40
STATISTICAL BANNER TABLES: Oahu Adult Respondents	
APPENDIX	
Survey Instrument	

EXECUTIVE SUMMARY
A Telephone Survey among Oahu Residents

EXECUTIVE SUMMARY

This summarizes findings of a telephone survey conducted September 18-23, 2004 of n=401 Oahu residents. The maximum sampling error for n=401 is $\pm 4.9\%$ at the 95% level of confidence.

No Single Solution to Oahu Congestion

- While the survey found no particular “hot button” transportation issue, traffic congestion is a major concern for Oahu commuters, especially congestion on the routes from Ewa and Central Oahu to Honolulu.
- The public, however, is divided about the best ways to deal with road congestion. Asked to choose between (a) improving traffic flow through street improvements and (b) encouraging more use of *TheBus*, residents are split almost evenly between the two alternatives.
- Pressed to choose between new road building versus transit improvements *given limited budgets*, however, residents, by a 2-to-1 margin, preferred improving the public transit system.
- The public is far from unanimous in their preferences. Oahu drivers¹ – two-thirds of adults – favored making traffic flow improvements over encouraging more mass transit usage. Oahu bus riders, 12% of residents, overwhelmingly favored utilizing limited budgets to improve the transit system.
- Residents were more certain about *where* traffic improvements should be made. Over three-quarters felt that planners should focus on the Ewa/Central Oahu-to-Downtown corridor than in the East Honolulu-to-Downtown or the Windward Oahu-to-Downtown corridors. Not surprisingly, almost all Ewa/Leeward residents in the survey felt that improvements should focus in the Ewa/Central Oahu corridor.

¹ Defined as those who said they drive or ride their own vehicles to work or school, carpool with others or ride a motorcycle.

Support for Tax Increases to Fund Transportation

Much of the survey focused on gauging public support for tax increases to fund transportation improvements.

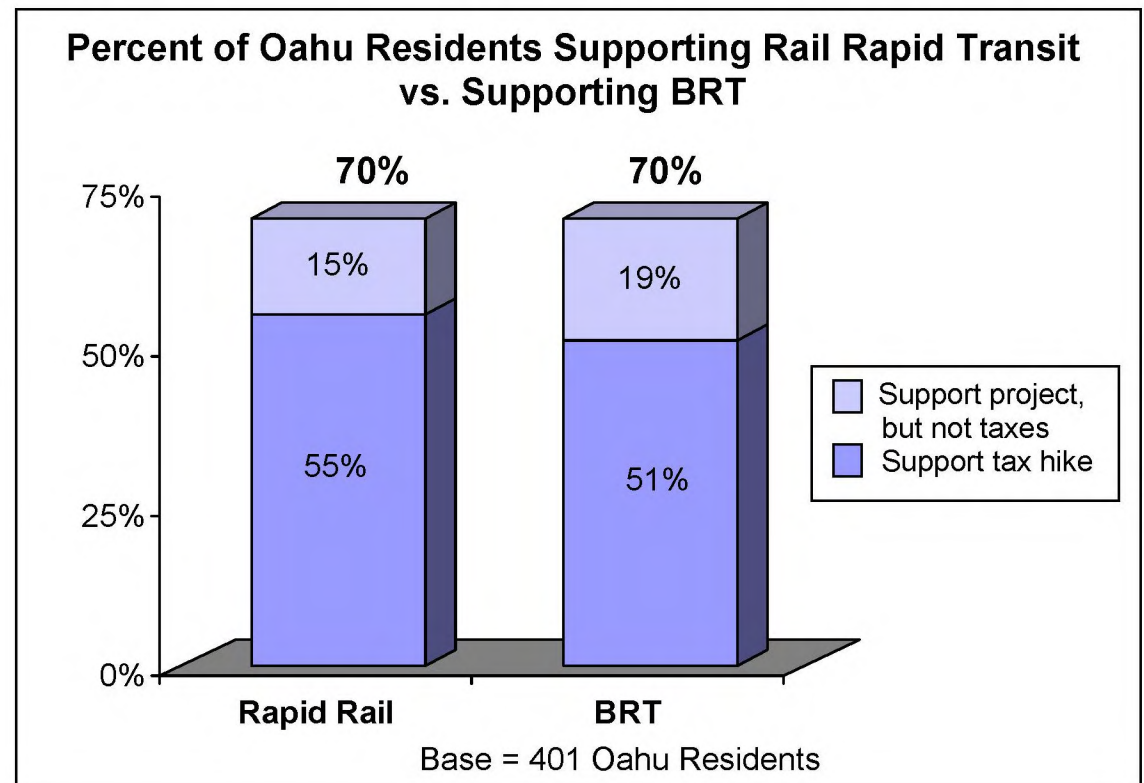
- The public is split down the middle relative to paying higher taxes for general transportation needs. Half said they were willing to pay higher taxes *“to improve the transportation system,”* and half opposed it, with some agreeing that *“taxes are not the answer...”* and others indicating that they preferred to *“live with congestion”* rather than pay more taxes.
- While a non-specific tax hike is not popular, the survey found that tax hikes dedicated specifically to road-building and road widening projects would have majority support on Oahu.
 - 60% would reportedly support a tax hike for road widening or extensions.
 - 59% would support a tax hike for new road-building.
 - 57% would back a tax hike for a rail rapid transit system.
 - 54% would back tax increases to improve the bus system.
 - But only 43% would back a tax raise to add bicycle facilities.
- The Oahu public, then, is more supportive of specific construction funding than it is of a general tax increase for highways. Altogether, nine in ten supported one or more of the above proposals, compared to less than half backing a general tax hike for transportation.
- On Oahu, Ewa/Leeward residents were the most supportive of tax increases to fund new road construction, while residents living in Urban Honolulu were least supportive.
- When it comes to choosing a type of tax increase, more of those who supported the above tax increases preferred raising the *sales tax* rather than raise property taxes or raise the tax on gasoline.

Majority Support for Rail Transit, BRT

Both rail rapid transit and the BRT (Bus Rapid Transit system) appear to have majority support among Oahu residents.

- Seven in ten agreed that *“rail rapid transit should be constructed as a long-term solution,”* and 55% would support a tax hike if this were the only way to build the rail system.

- Similarly, 70% feel that the **BRT** *“is an improvement to Honolulu’s transportation system.”*
- 51% would support it *“if raising taxes is the only way this improvement can be built.”*



Support for a Rail Rapid Transit System varies depending on location on Oahu.

- Again, Ewa/Leeward residents were the strongest supporters of Rail Rapid Transit, with two-thirds reportedly backing a tax increase if necessary.
- Central Oahu and Windward Oahu residents were least supportive, with about half of these groups backing a tax hike to build the system.

- ✚ Based on the survey, most residents appear to accept the necessity of tax increases to fund specific capital projects, such as new road-building, road widening and extensions. Between a Rapid Rail system and the BRT, residents do not indicate a strong preference for one over the other. There is broad support for either system, generally, with strongest support for the Rapid Rail system coming from the Ewa/Kapolei and Leeward areas of Oahu.

These findings are discussed further in the “Survey Findings” sections beginning on page 12.

RESEARCH OBJECTIVES

In April 2004, the Oahu Metropolitan Planning Organization (OMPO) began its work on the 2030 Oahu Regional Transportation Plan (ORTP) update. As part of the planning process for Oahu, OMPO developed a community outreach program (COP) to guide the public involvement process. One of the program elements was an initial survey of Oahu residents. In August, Ward Research conducted this survey on behalf of OMPO, the primary objective being:

TO EXPLORE PUBLIC ATTITUDES ABOUT TRANSPORTATION ISSUES ON OAHU AND IDENTIFY ANY RELATED “HOT BUTTON” CONCERNS OF OAHU RESIDENTS.

Specifically, the research sought to address the following questions:

- What do Oahu residents see as the critical transportation issues facing them?
- What transportation issues in local communities (e.g., mobility, accessibility, safety) are most important to residents?
- What issues affecting Oahu transportation as a whole are most important to residents? and
- Are there any “hot button” issues that greatly concern residents regarding transportation infrastructure on Oahu?

RESEARCH METHODS

A telephone survey was conducted September 18-23, 2004 among n=401 Oahu adult residents. The maximum sampling error for n=401 is $\pm 4.9\%$ at the 95% confidence level. Oahu geographic representation was achieved in the calling phase, with each major region proportionately distributed, as follows:

SAMPLE DISTRIBUTION BY REGION			
Region	<i>Respondents</i>	<i>% of Respondents</i>	<i>% of Oahu Population</i>
Urban Honolulu	155	38%	38.3%
Windward	55	14%	13.5%
Ewa/Leeward	114	29%	28.8%
Central Oahu	40	10%	9.8%
East Honolulu	25	6%	6.0%
North Shore	12	3%	3.8%
	401	100%	100%

In addition, in the telephone phase, the research firm established quotas to obtain a representative balancing by ethnic segments on Oahu (see also "Profile of Respondents" on p. 44).

Weighting the Oahu Sample

The data then was weighted to correct an under-representation of adults 18-34 in the sample of decision-makers, as determined by the 2000 U.S. Census.

WEIGHTING STATEWIDE AGE DISTRIBUTION				
	Unweighted Sample		Weighted Sample	
Age Category	#	%	#	%
18-24	18	4.5%	53	13.4%
25-34	55	13.9%	77	19.4%
35-44	84	21.2%	81	20.5%
45-54	84	21.2%	85	21.5%
55-64	72	18.2%	46	11.6%
65+	83	21.0%	54	13.6%
Refused	5	---	5	---
Oahu Total	401	100%	401	100%

Questioning

All questions were designed by OMPO and its consultant team in consultation with Ward Research. Questioning averaged 13 minutes in length, allowing adequate time to ask open-ended questions.

Data Collection Procedures

All telephone interviewing was conducted from the Ward Research Calling Center in downtown Honolulu from 5 pm to 9 pm weekdays, and from 9 am to 5 pm on weekends. This Calling Center uses Computer-Assisted Telephone Interviewing (CATI) technology, which allows for 100% monitoring of calls through electronic and observational means.

Respondents were called using random-digit dialing (RDD) in which phone numbers are dialed randomly until a valid Oahu phone number is reached. In this way, both listed and unlisted residents are dialed.

Up to three (3) attempts are made to reach each phone number, with the attempts programmed in the CATI system to occur at different times of the evenings and weekend hours.

Completed surveys were processed using SPSS/Windows for easy cross-tabulation by key variables such as area of residence, age segment, ethnic background, males vs. females, etc.

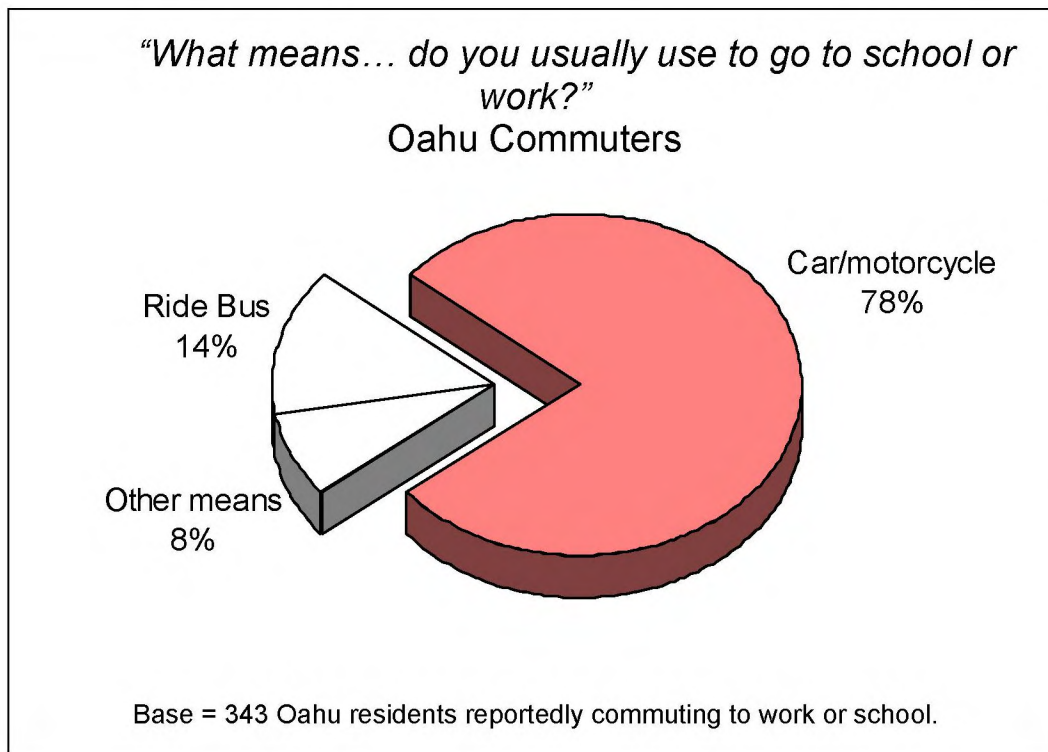
Results of the survey are discussed next. Statistical banner tables follow the narrative, presenting full study cross-tabulation data. In the banner tables, cross-tabulation data significant at the $p \leq .05$ level has been outlined for easy review of statistically significant findings.

**Public Attitudes about Transportation Issues on Oahu
Survey Findings**

I. MAKING TRANSPORTATION IMPROVEMENTS

The telephone survey was conducted September 18-23, 2004 among n=401 Oahu residents. The maximum error for the Oahu sample is $\pm 4.9\%$ at the 95% confidence level.

Oahu Commuters: Usual Means of Transportation. Based on survey data, the bulk of Oahu residents (86%) commute on a regular basis either to their jobs or to school.



Not surprisingly, most commuters use their own vehicle to go to work or school.

- 78% said they drive a car, ride, carpool with others or use a motorcycle.
- One in seven (14%) use mass transit, saying they ride *TheBus* to work or school.
- Less than one in ten (8%) reportedly walk, ride a moped or bike to work or school.

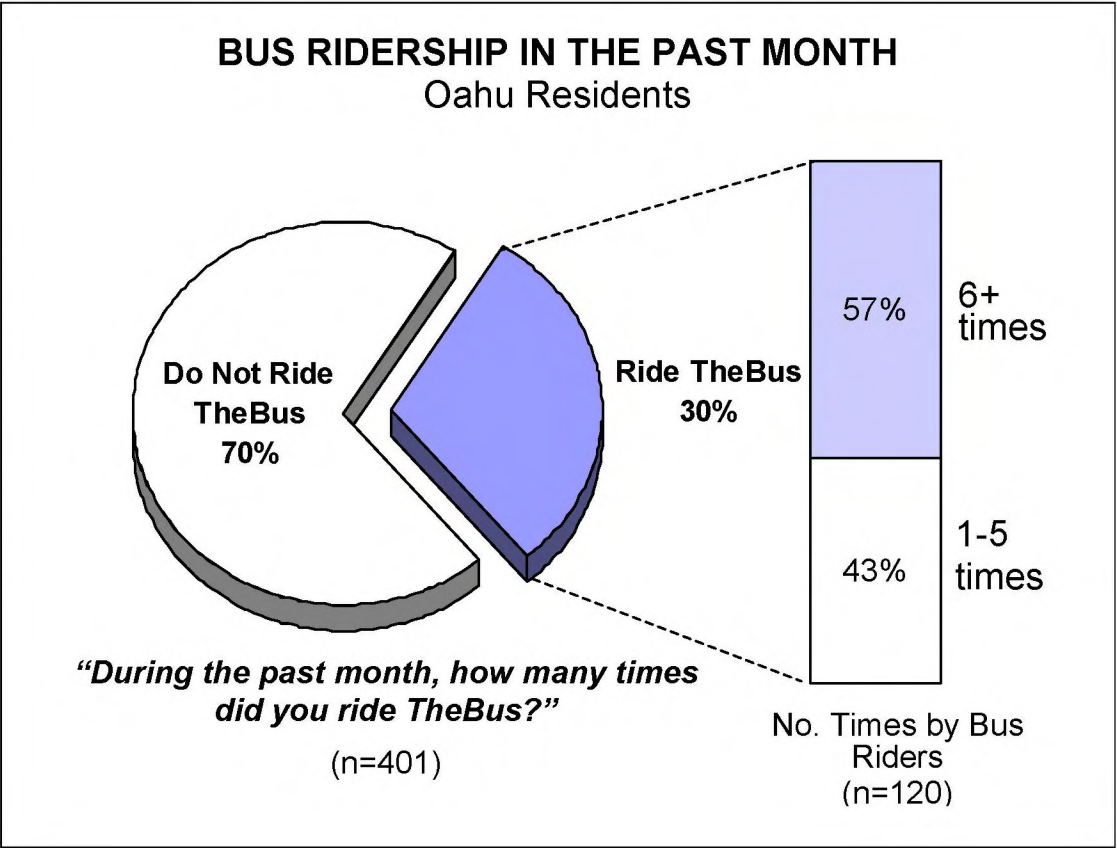
Bus Ridership on Oahu

Thirty percent (30%) of residents said they rode *TheBus* in the past month.

Bus Riders

Riders split between those riding five or fewer times in the past month (43%) – averaging one trip or less per week – and those riding frequently i.e., 6+ times in the past month (57%).

Over one-third (36%) rode *TheBus* on a daily basis i.e., reporting 20 or more trips in the past month.

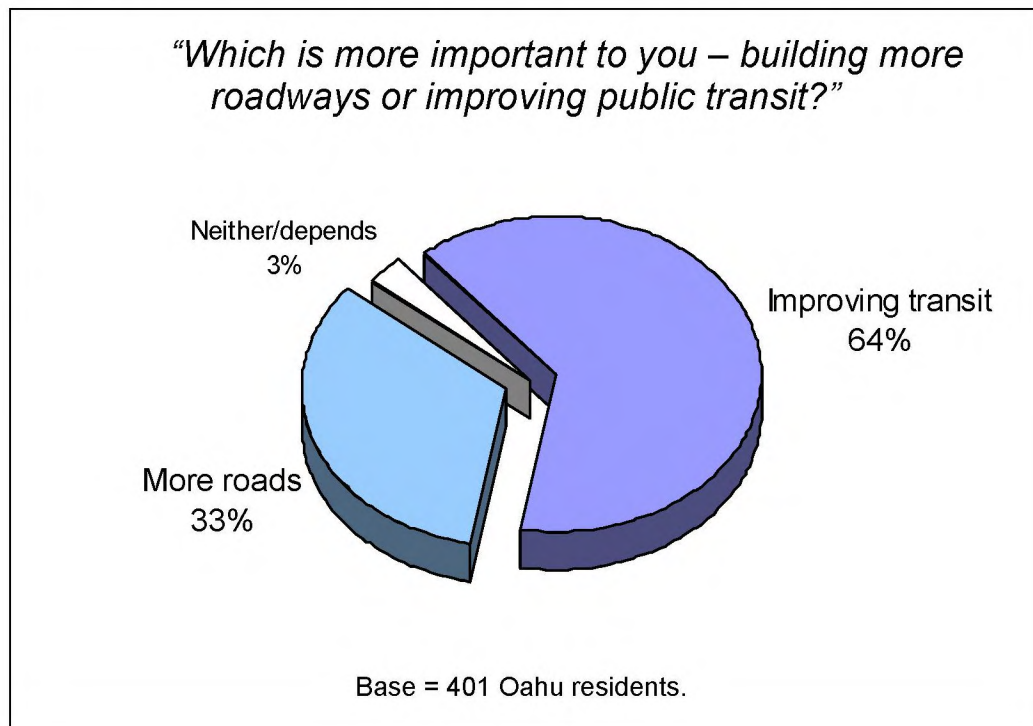


More Roads vs. Improving Transit on a Limited Budget

If budgets are limited, Oahu residents, by a two-thirds majority, appear to favor improving the transit system over building more roads on Oahu, based on responses to:

“Sometimes the budgets available to make transportation improvements are limited. So when we develop a plan for the transportation system, we may not be able to satisfy all important goals. We have to decide which is more important and how to spend the available funds. Which is more important to you, building more roadways or improving the public transit system?”

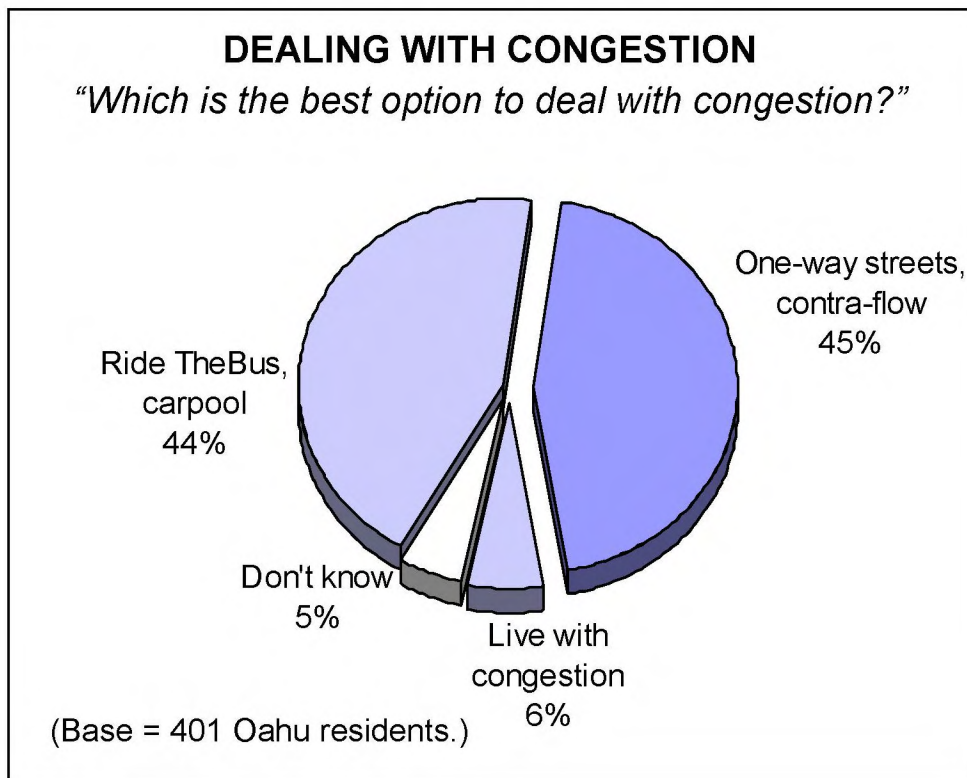
Given a presumption of limited funds, 64% would choose to *improve the transit system*, almost twice as many as favored *building more roadways* (33%).



Dealing With Congestion

Budget issues aside, the public is apparently divided about how to deal with road congestion, based on the following:

“Currently, it would be difficult and expensive to build new roadways or widen existing ones in the urban core of Honolulu. I’ll read you three options to deal with congestion, and you tell me which you think is best. The first is ... (a) to convert more streets to one-way operation, install more contra-flow lanes, improve the signal system and remove on-street parking; (b) Find ways to encourage more people to ride TheBus, to carpool or use alternatives like bicycles or walking; (c) Live with congestion.”



The public is evenly split between the two alternatives presented, with 45% backing traffic flow solutions (i.e., contra-flow lanes, one-way streets, etc.), and 44% backing a mass transit- or carpool-related approach.

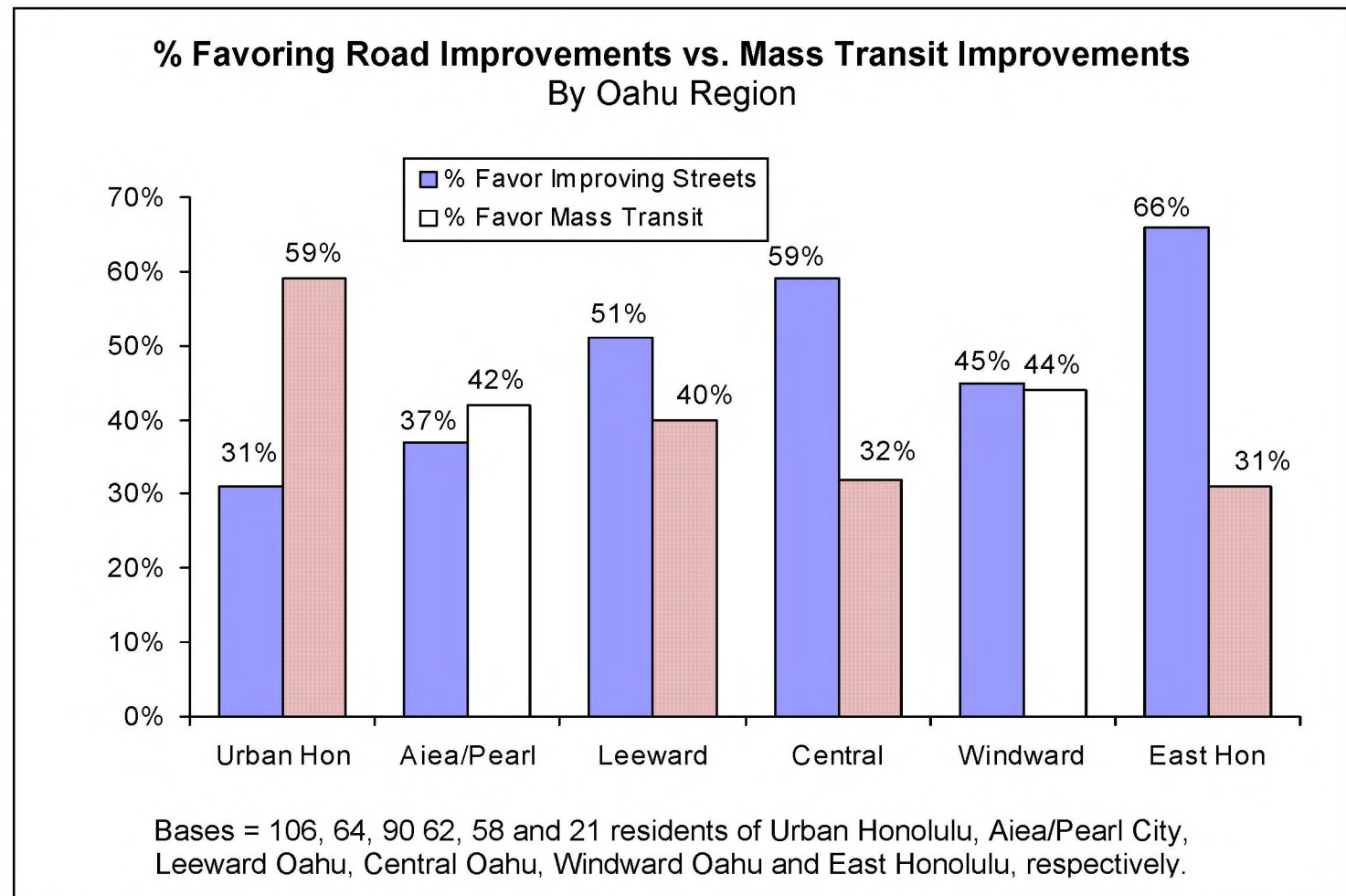
Only 6% agreed that they would “live with congestion.”

Dealing With Congestion: By Area of Residence²

Responses about dealing with congestion vary across Oahu areas. Asked to choose among three options (see previous page), Urban Honolulu residents apparently favor the mass transit option (*“finding ways to encourage more people to ride TheBus...”*) over traffic flow solutions (*“converting more streets to one-way...”*) by a nearly 2-to-1 margin. (See graph).

But Leeward and Central Oahu residents endorsed road solutions over mass transit usage by margins of 51% to 40%, and 59% to 32%, respectively.

East Honolulu residents were the strongest supporters of altering traffic flow, favoring it over the mass transit/carpool approach, 66% to 31%.



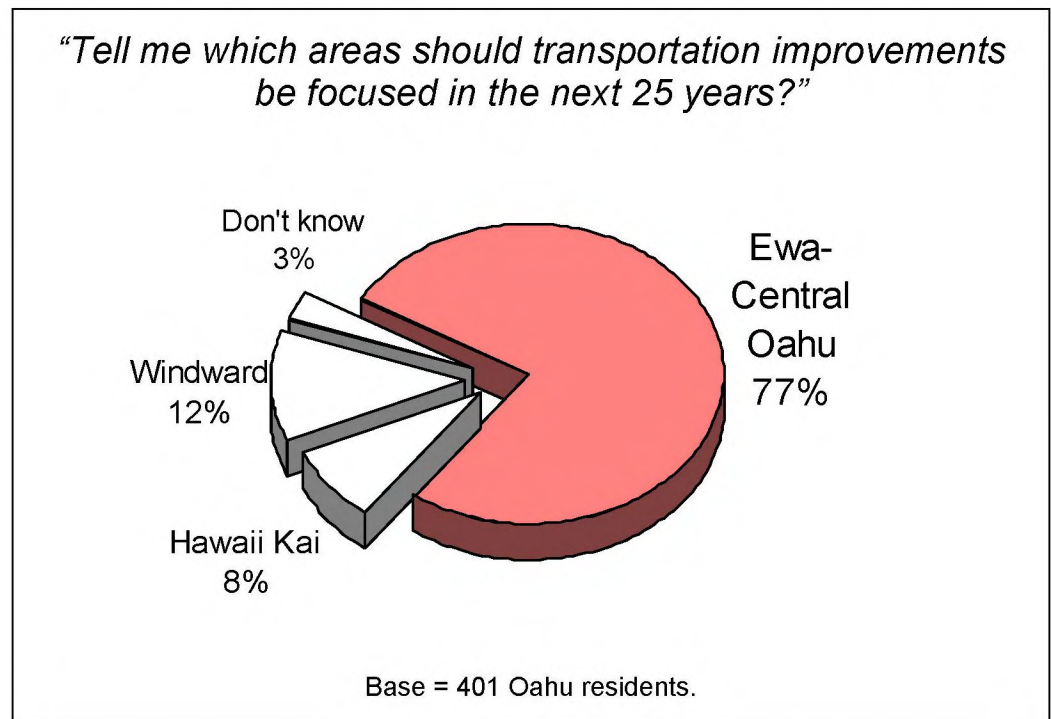
² Differences based on area of residence were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

Choosing Where to Make Improvements

There is little question about *where* the public thinks improvements should be made. Asked to choose which Oahu routes should receive improvements, the majority of Oahu residents feel that planners should focus on the Ewa/Leeward and Central Oahu corridors, based on the following:

"I'll read you three Oahu areas, and tell me in which of them should transportation improvements be focused in the next 25 years? (a) Ewa/Kapolei to Central Oahu to Downtown Honolulu; (b) Hawaii Kai to downtown; (c) Windward Oahu to Downtown."

Three in four (77%) residents agreed that the *Ewa-Kapolei-Central Oahu to Downtown* routes should be the focus of improvements in the near future.



Subsample Analysis: Nearly all Ewa/Leeward respondents (95%), and 83% of Central Oahu respondents, chose the Ewa/Central Oahu corridor, compared to 72% of Honolulu residents.

Suggestions to Improve Congestion

The public has no single solution to offer planners -- although it is clear that congestion is a top-of-mind concern, based on *"Do you have any other suggestions to improve congestion?"*

<i>"Do you have other suggestions to improve congestion?"</i>	
Widen roads / improve traffic flow	15%
Build rail / train system	15
Build more roads / alternate routes	8
Expand bus service	8
Incentives to carpool	5
Increase incentives to use buses	4
Restrict the number of cars	4
Stagger work hours	3
(Base =)	(401)

"They have to build more roads, and it has to be concentrated specifically from downtown to Kapolei. They have to concentrate on the contra flow lanes."

"North Shore roads are ridiculous! The pot holes are bad and the ocean is washing away the roads."

"They need some type of commuter train on the Leeward side or a tunnel or bridge overpass to go around Pearl Harbor."

(continued on the next page)

Suggestions to Improve Congestion (continued)

“The contra flow lanes would be the easiest suggestion. Next would be an overhead rail system.”

“Make the buses free. I just moved from Chapel Hill, North Carolina where the buses are free. This reduced congestion by 30%.”

“Limit the number of cars per household. Driver licenses should not be renewed if they do not have automobile insurance.”

“They need to provide incentives for public and private companies to encourage carpooling and staggered work hours.”

“Double-deck the entire H1 freeway. Widen the streets in downtown Honolulu.”

“Have smaller buses go to remote places and not only on the main streets so people will take the bus instead of driving their cars.”

“Widen lanes on the H1 Freeway or build alternative routes to get to downtown Honolulu.”

“Instead of the BRT system, put another layer on top of the H1 freeways both ways. The zipper lane is not necessary and it doesn’t work.”

“Make more HOV lanes and more roads for the buses because I don’t drive.”

“Create areas where no cars are allowed and encourage bike riding there.”

“Limit the number of cars per household. Other states have this law.”

“Widening the roads is the thing to do. But converting lanes to bus-only is insane, it’s nuts. BRT is really horrible.”

“In Kailua, the roads were built in the 1960s and are too narrow. These should be widened to improve the traffic flow.”

Other Subsamples³

By Means of Transportation. A key factor in responses to the survey is mode of transportation. In many ways, those who drive their own vehicle to work or school perceive traffic issues differently from those who ride the bus regularly.

- Oahu drivers felt that, overall, building more roadways was more important than improving public transit, 58% to 39%.
- By contrast, regular bus riders overwhelmingly favored improving the transit system over new road-building, 81% to 15%.
- When it comes to dealing with congestion (see page 16), drivers tend to favor *converting more streets to one way operation*, etc. over *encouraging more people to ride TheBus...*, 51% to 36%.
- Regular bus riders gave the opposite reaction, not surprisingly, favoring *encouraging more people to ride TheBus...* etc. over *converting streets to one-way operation*, 67% to 29%.

No statistically significant differences were seen in other demographic segments.

³ Differences between these subsamples were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

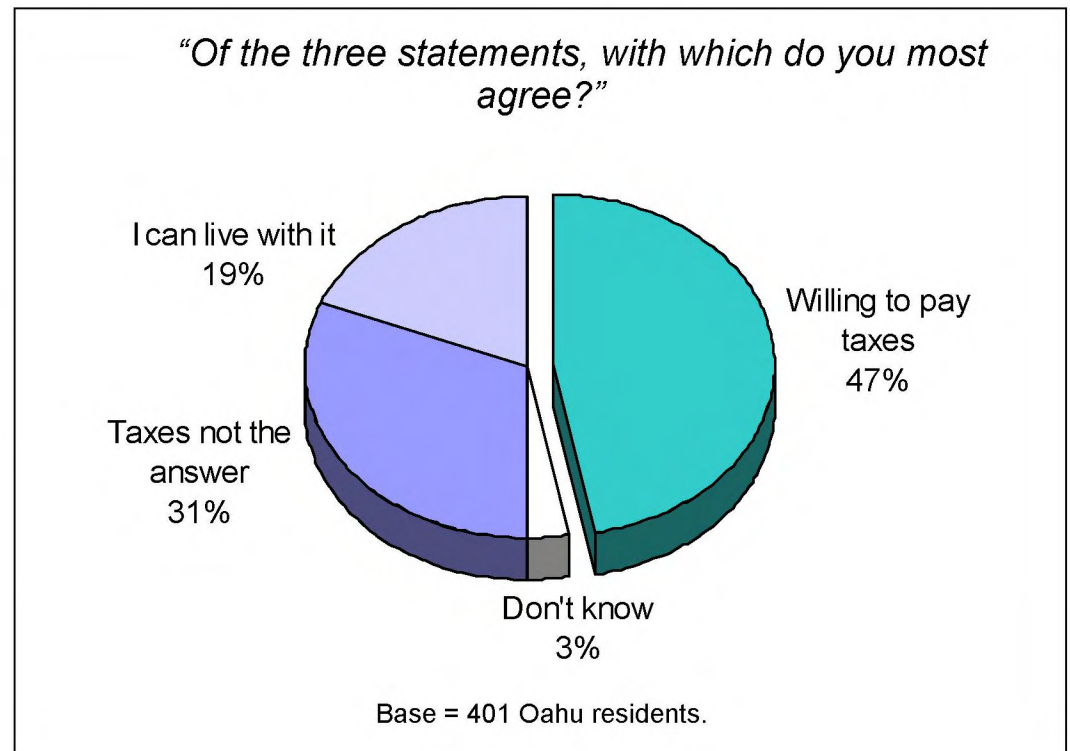
II. SUPPORT FOR TAX INCREASES TO FUND IMPROVEMENTS

General Tax Hike for Transportation

The public would be divided over a suggestion to raise taxes for non-specific transportation improvements, based on responses to:

“I’ll read you three statements and tell me with which do you most agree. (a) Congestion is terrible and I am willing to pay higher taxes to improve the transportation system; (b) Although congestion is terrible, raising taxes to make transportation improvements is not the answer; and (c) traffic congestion is not that bad and I can live with it.”

- Just under half (47%) agreed that *“I am willing to pay higher taxes to improve the transportation system.”*
- 31% agreed with the statement that *“raising taxes... is not the answer.”*
- Only 19% felt that *“congestion is not so bad...”*



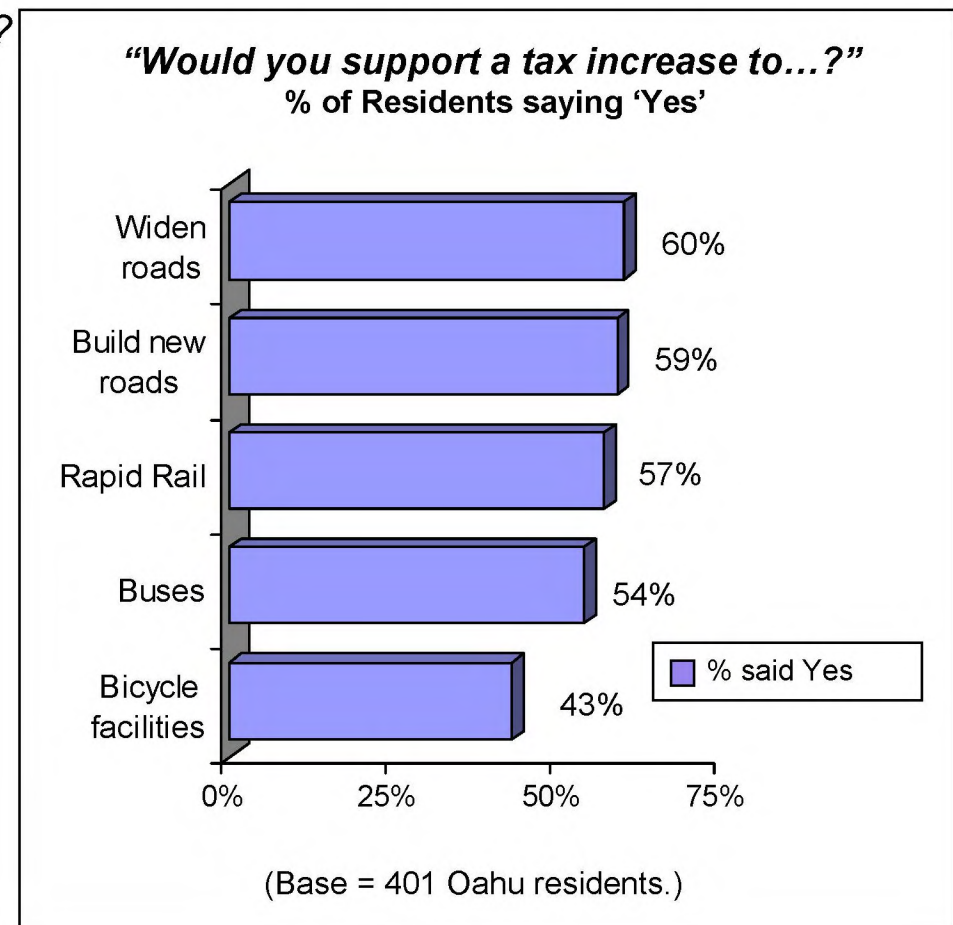
Tax Hikes for Specific Improvements

While residents are divided over non-specific tax hikes, most would likely back tax increases to fund specific construction improvements, based on responses to a series of questions:

“If funding from normal or existing sources is not adequate to pay for needed transportation improvements, would you support a tax increase for:

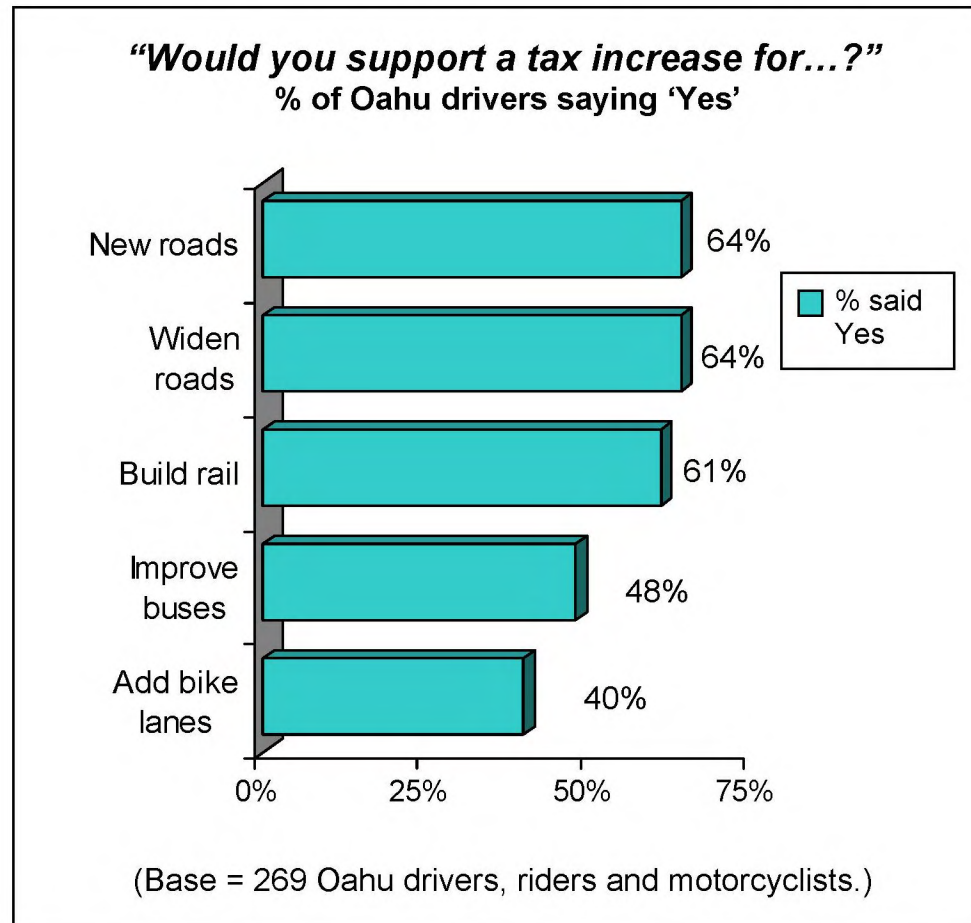
- a) Construction of new roadways?*
- b) Widening or extensions to existing roadways?*
- c) Improvements to the bus system?*
- d) Building a rail rapid transit system?*
- e) Adding bicycle facilities?”*

- Nearly six in ten would reportedly support tax increases for *road widening* (60%), *new road-building* (59%) and a *rail transit system* (57%).
- Just over half (54%) said they would back tax hikes to *improve the buses*.
- The only proposal not getting at least 50% support was a tax hike for *bike facilities* (43%)



Oahu Drivers:⁴ Backing Tax Increases (Aggregate)

Oahu drivers, 78% of residents, were more supportive of specific tax hikes than were those who don't use their vehicles to go to work or school, based on subsample data. (See graph).



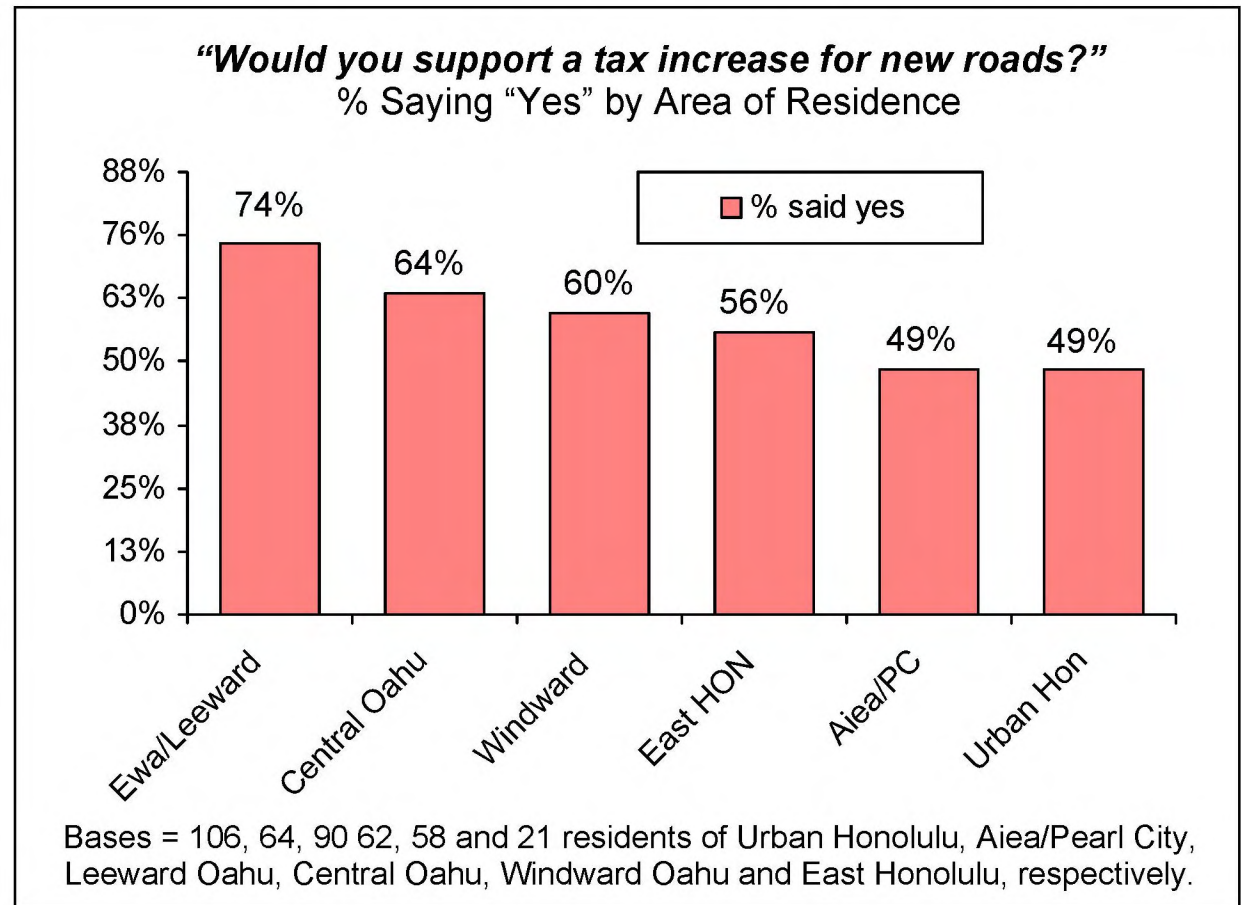
- Nearly two-thirds of drivers said they would support tax increases for *new roads* and for *road-widening* projects (64% each).
- 61% would back a tax hike to build a rapid rail system.
- About half (48%) would pay higher taxes to improve the bus system.

⁴ "Drivers" are defined as those who said they drive or ride their cars, carpool or ride a motorcycle as their usual means of transportation. The differences between this group and those who said they ride the bus were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

Tax Hike for New Roads: By Area of Residence

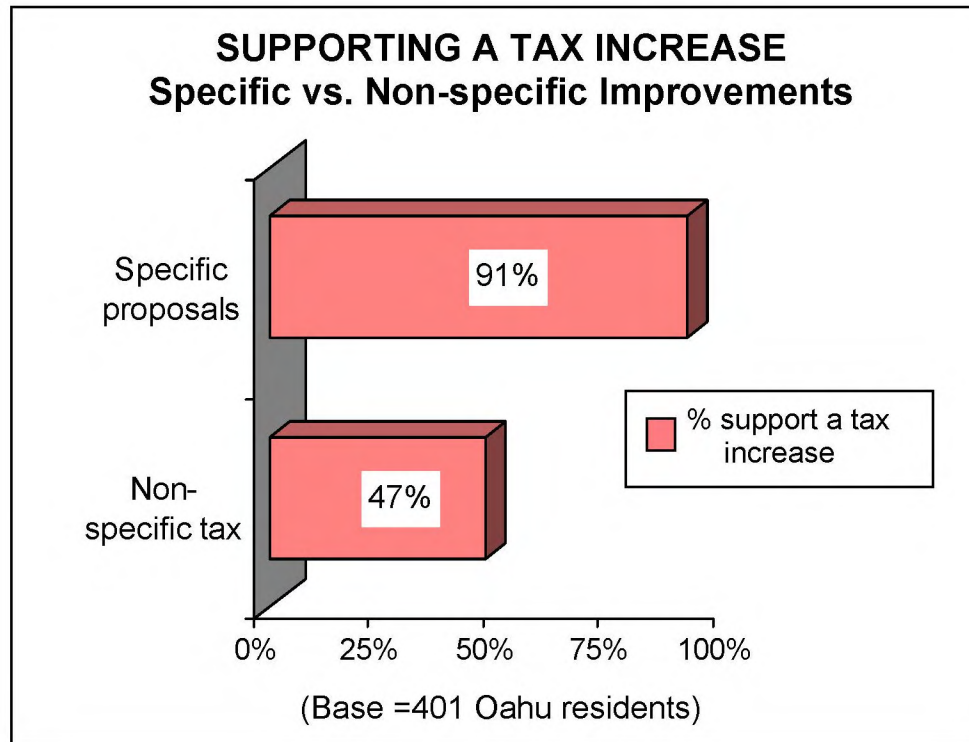
Greatest support for a tax increase for new road-building (one of the proposals discussed on page 23) was found in West Oahu, based on survey data. (See graph).

- Three-quarters (74%) of residents of the Ewa/Leeward/Kapolei area said 'yes' to *"Would you support a tax increase for construction of new roads?"*
- By comparison, 64% and 60% of those in Central and Windward Oahu, respectively, said 'yes.'
- Residents in urban Honolulu and in Aiea/Pearl City are split. Half in both groups (49% each) backed this tax increase.



Specific vs. Non-Specific Tax Hike Proposals

The survey, then, suggests that the public would react differently to a general tax increase for transportation than it would to very specific construction and mass transit improvements.



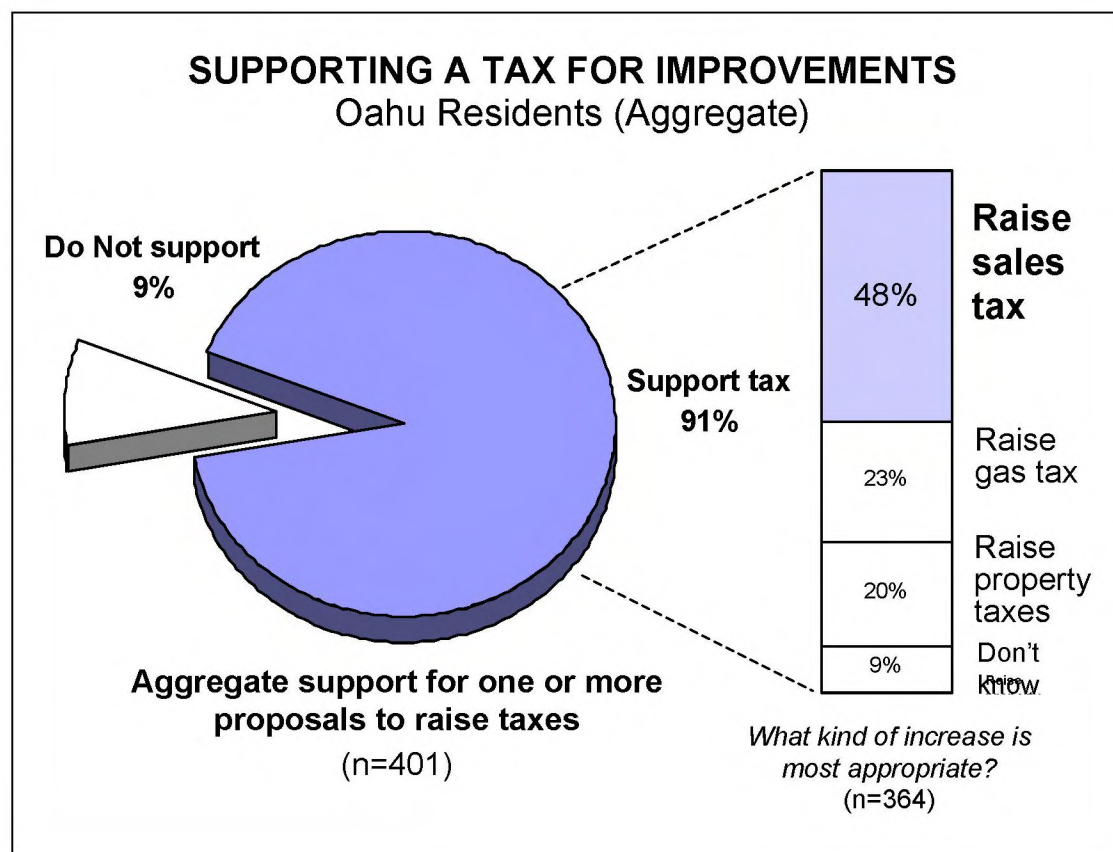
- Altogether, nine in ten Oahu residents (91% aggregate) supported a tax increase to fund at least one of the five proposals to improve transportation.
- A non-specific tax increase for transportation improvements, however, would garner under 50% support from the public.

Type of Tax Increase Considered

A hike in the *sales tax*⁵ may be the most palatable way of raising taxes for transportation funding, according to responses by the 91% of residents backing one or more tax increases:

“You supported a tax increase for improvements. What kind of increase do you feel is most appropriate: (a) raise the sales tax; (b) raise property taxes; or (c) raise the gasoline tax?”

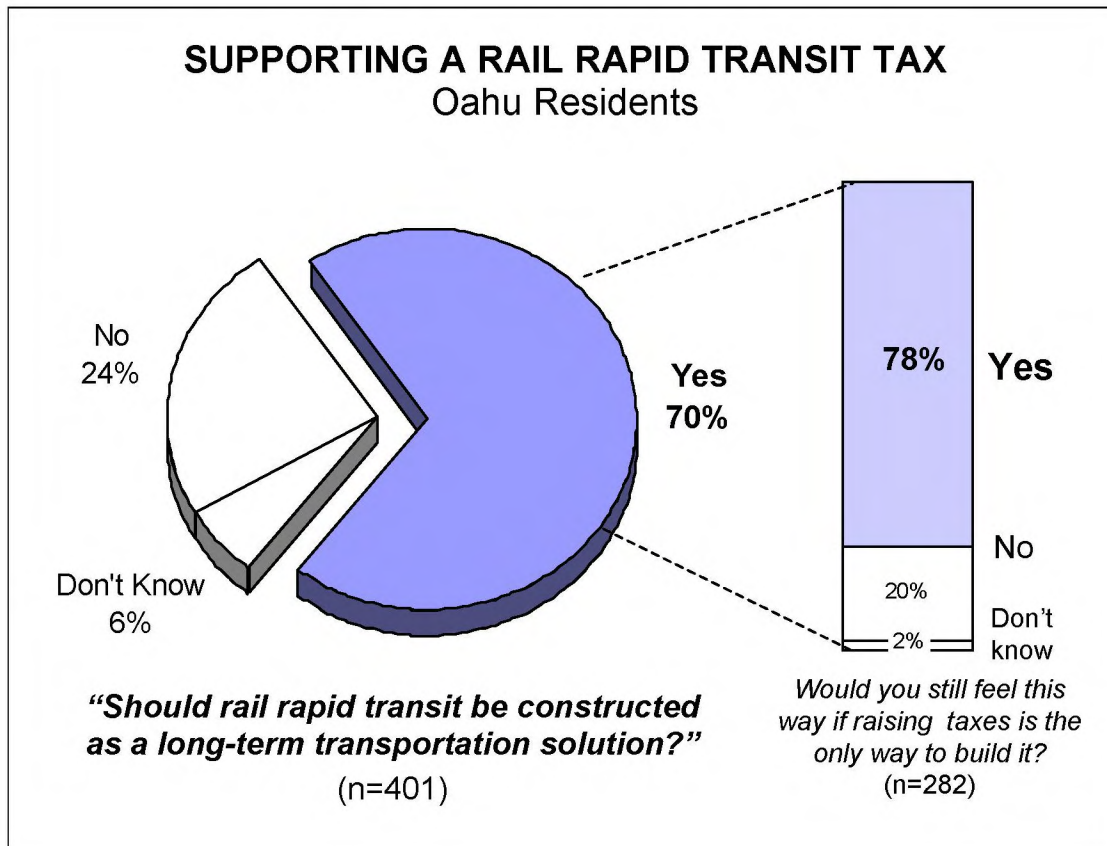
- Of the 91% backing one or more proposals, half (48%) felt that the funds should come from an increase in the *sales tax*.
- This is twice as many as favored a hike in the *gasoline tax* (23%) or in *property taxes* (20%).



⁵ Technically, Hawaii does not have a “sales tax.” The state imposes a 4.00% General Excise tax on private business transactions which is routinely passed on to customers.

Endorsing Rail Rapid Transit

Seventy percent of Oahu residents (70%) endorse a rail transit system, based on responses to *“Do you feel that a rail rapid transit system should be constructed as a long-term transportation solution for Honolulu?”*



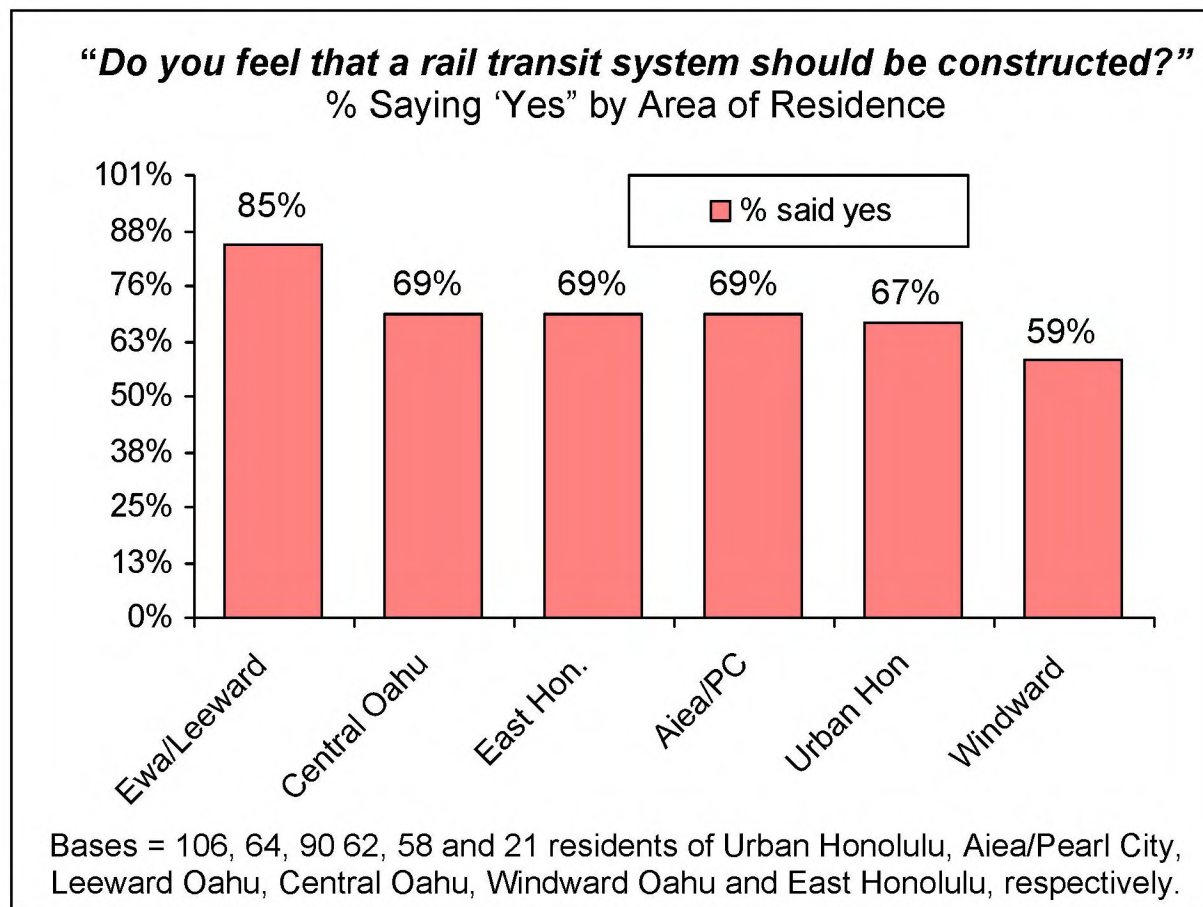
To fund this system, the public appears to be amenable to a tax increase.

- Of those who endorsed rail transit in the above question, almost eight in ten (78%) said ‘yes’ to *“Would you still feel this way if raising taxes is the only way rail rapid transit can be built?”*
- Altogether, 55% (i.e., 70% x 78%) of the Oahu public apparently back a tax increase to fund rapid rail transit.

Endorsing Rail Rapid Transit: By Area of Residence

Greatest support for building a rail rapid transit system, again, was found in Ewa/Leeward, based on those saying 'yes' to *"Do you feel that a rail rapid transit system should be constructed as a long-term... solution?"*

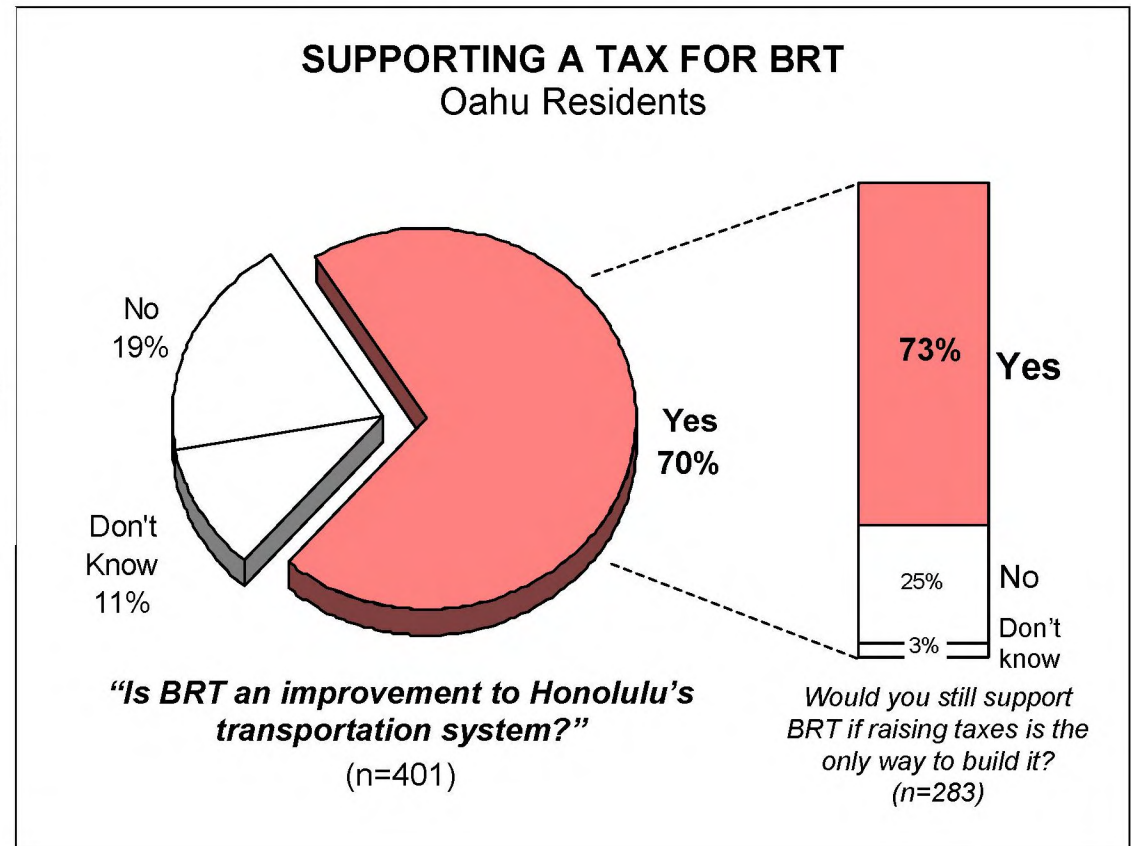
- 85% of Ewa/Leeward residents said 'yes' to this question."
- Lower endorsement was found in Central Oahu (69% said 'yes'), Aiea/Pearl City (69%), East Honolulu (69%), Urban Honolulu (67%), and Windward Oahu (59%).



Supporting BRT (Bus Rapid Transit)

The majority of the public also endorses BRT apparently, based on *“Do you feel that BRT, or bus rapid transit system, is an improvement to Honolulu’s transportation system?”*

- 70% said ‘yes’ -- BRT is an improvement.
- Of these residents, 73% said ‘yes’ to *“Would you still support the BRT if raising taxes is the only way this improvement can be built?”*
- Altogether, 51% of the Oahu public appear to support a tax increase to fund BRT.



Other Subsample Data⁶

Again, Oahu drivers gave responses different from those of bus riders.

- Oahu drivers are far more likely to pay for a general, non-specific tax increase than are bus riders, the data suggests. Twice the proportion of drivers as bus riders agreed that *“congestion is terrible and I am willing to pay higher taxes...”* --- 54% to 28%.
- Bus riders are more likely to oppose a general tax hike. Twice the proportion of bus riders as drivers agreed that *“Congestion is terrible but... raising taxes is not the answer,”* 52% to 28%.

Differences between drivers and bus riders emerged in other areas.

- Most drivers (64%) endorsed a tax increase for *new roadways*, compared to under half (46%) of bus riders.
- Most bus riders (66%) endorsed a tax hike for *improvements to the bus system*, versus only 48% of drivers.

Among income segments, strongest backing for a rail rapid transit system came from middle-income residents.

- 77% of the middle group (\$35,000-\$75,000 annual income) said ‘yes’ to *“Do you feel that a rail rapid transit system should be constructed...?”*
- By comparison, 70% of those earning \$75,000+ annually and 66% of those earning \$35,000 or less annually said ‘yes’ to this question.

⁶ These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

+

Both rail rapid transit and the BRT appear to have majority support among Oahu residents. Most residents also appear to acquiesce in tax increases to fund specific improvements such as new road-building, road widening and a rail transit system, with strongest support coming from (a) Ewa-Leeward residents, and (b) commuters who drive or ride their own vehicles to work or school.

The next section shifts to transportation planning goals.



III. IMPORTANCE OF TRANSPORTATION PLANNING GOALS

At the outset of the survey, residents were read a series of goals related to transportation planning,⁷ then asked to judge the importance of each, as follows:

“I’ll read you some transportation planning goals. When you think of improving transportation on Oahu, tell me if each of the following is very important, somewhat important, not very important or not at all important. First:

- a) capacity enhancement of highways (meaning increasing the capacity of the highway system to serve more people);*
- b) capacity enhancement of transit service (meaning increasing the capacity of the transit system to serve more people);*
- c) Accessibility (meaning the ability of all residents to access transportation services regardless of geographic location, economic status or physical limitations);*
- d) Safety and security (meaning designing our roadways and bus system to keep users safe);*
- e) Helping the quality of life in our communities;*
- f) Supporting economic development;*
- g) Ensuring that funding for transportation systems is adequate to meet needs.*

⁷ In the surveys, these goals were rotated, meaning that each respondent heard them in a different order, to minimize any bias due to order of presentation.

Importance of Transportation Planning Goals

Each goal was judged as important by most residents, but the most important, based on the proportions saying “very important,” is apparently the *safety and security* of the Oahu highway system (defined in the survey as “designing our roadways and bus system to keep users safe.”).



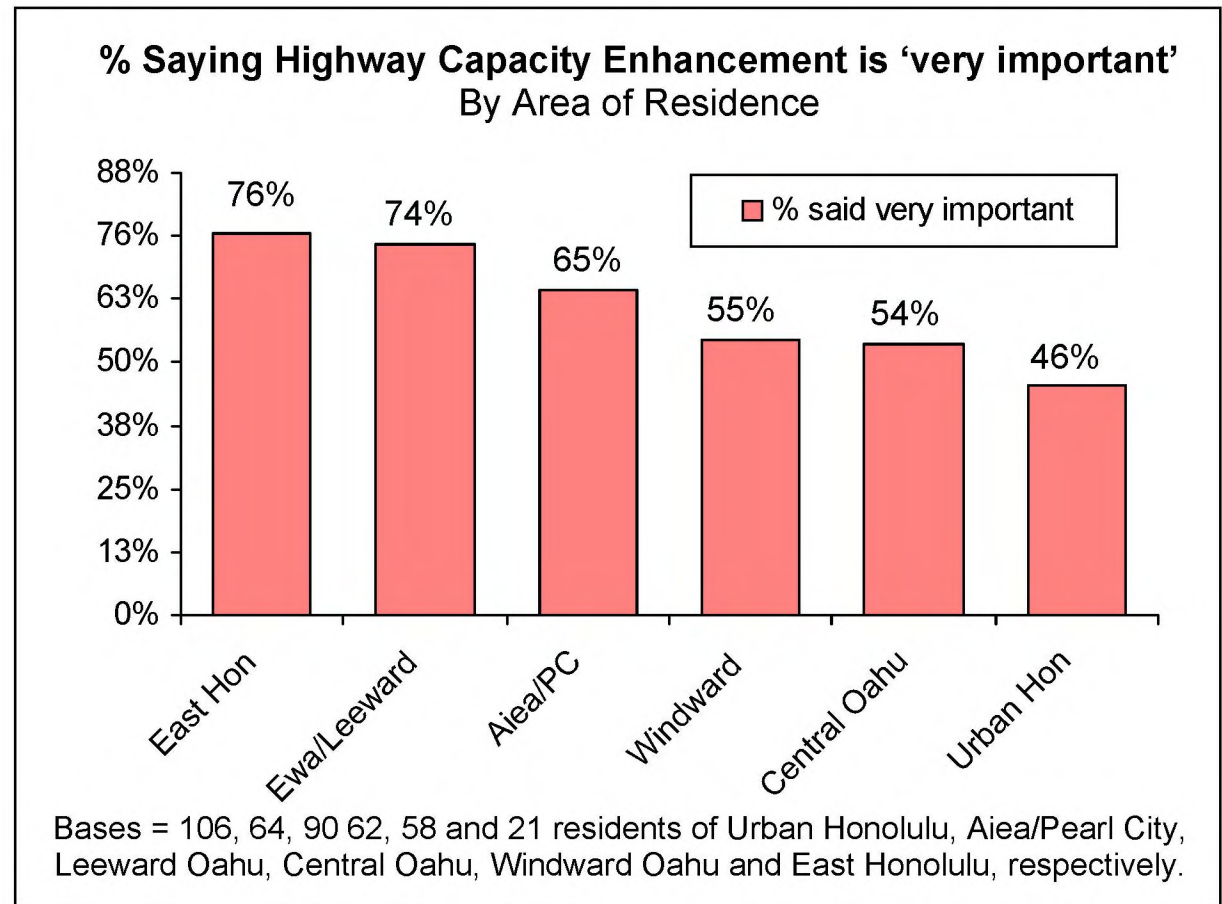
- Almost nine in ten (87%) residents said that highway *safety* was ‘very important;’
- 75% felt that the *quality of life in our communities* was ‘very important;’
- 70% felt that ensuring that *funding for transportation... is adequate* was ‘very important.’
- Two-thirds (65%) deemed *accessibility* of the system ‘very important.’
- About six in ten each deemed as ‘very important’ *capacity enhancement* (60%), *capacity enhancement* of the transit service (59%) and *supporting economic development* (58%).

Few residents felt that any of these goals were not important. Nearly all residents judged them to be at least ‘somewhat important’ in transportation planning.

Highway Capacity Enhancement: By Area of Residence

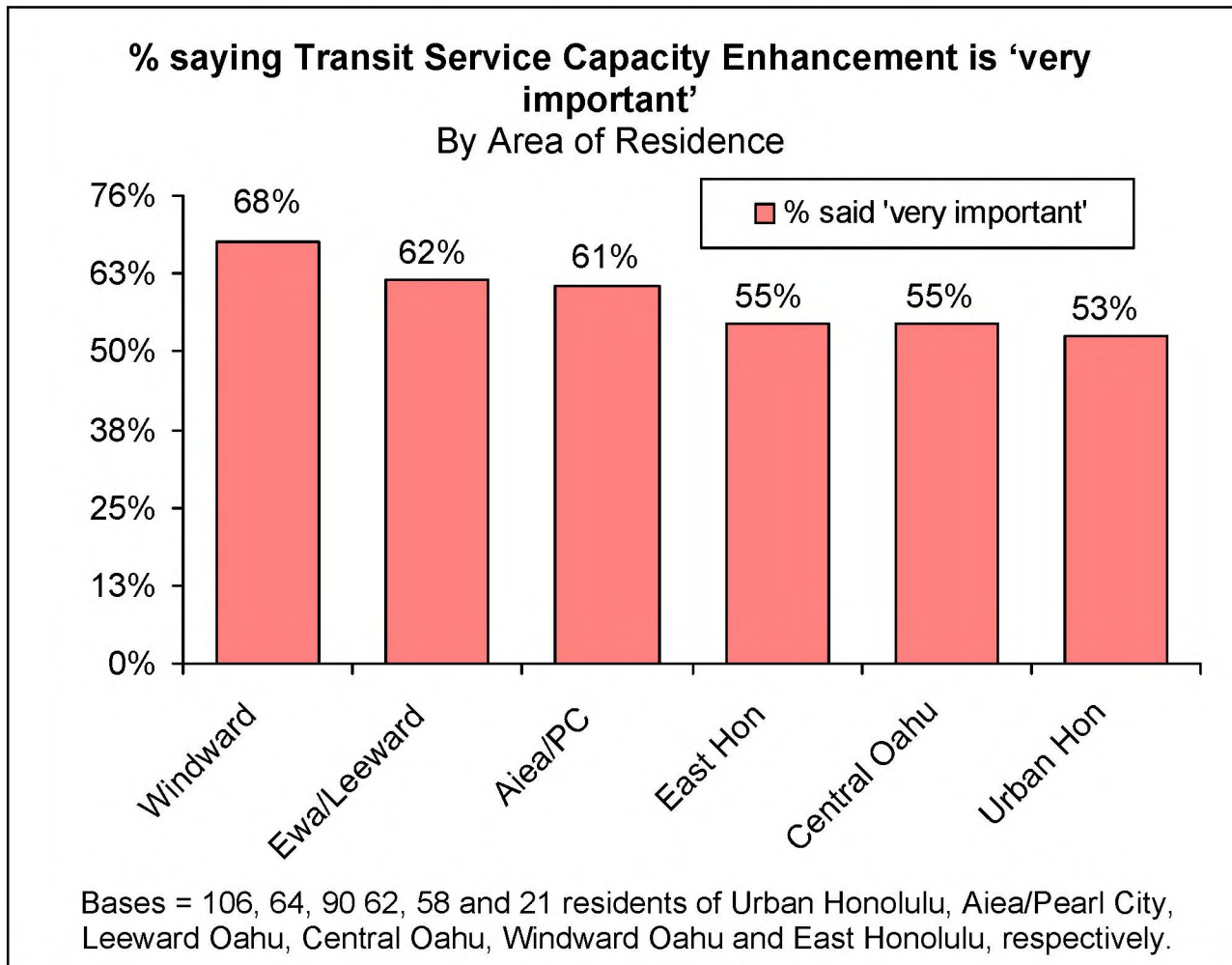
Three-quarters of residents in East Honolulu (76%) and the Ewa/Leeward areas (74%) said that capacity enhancement of Oahu's highways was 'very important.'

By contrast, only 46% of urban Honolulu residents felt that this goal was 'very important.'



Enhancing Transit Service Capacity: By Area of Residence

Relative to enhancing the capacity of the transit service, the gap between Oahu regions was not quite as large.

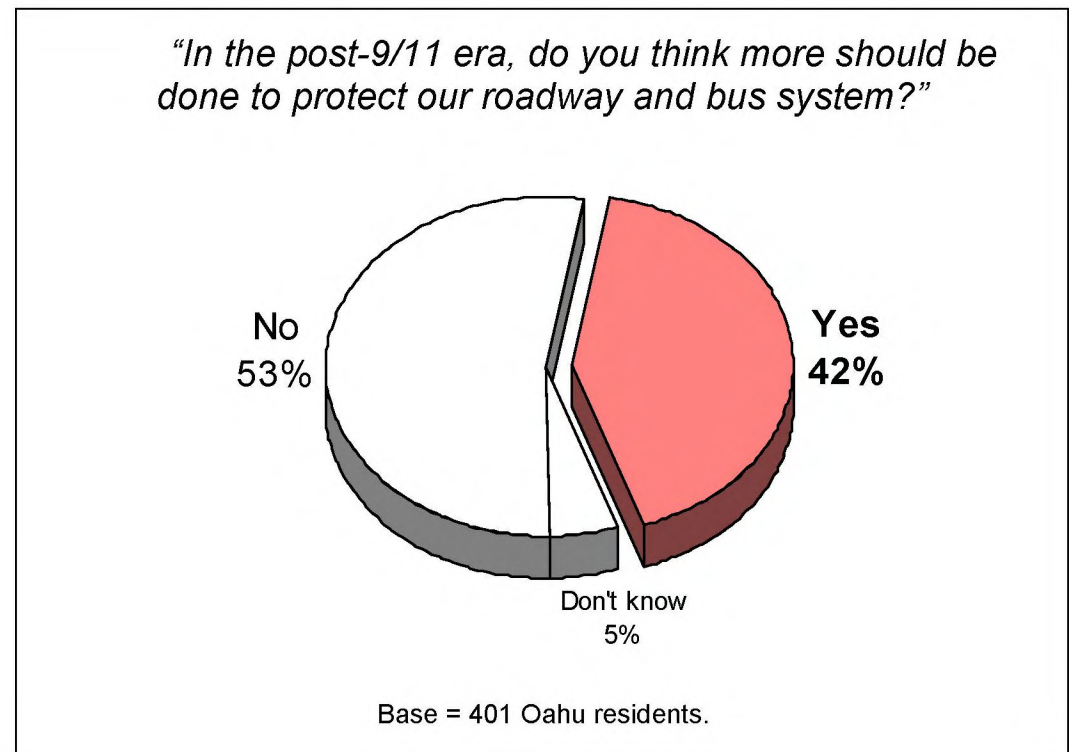


- Two-thirds (68%) of Windward Oahu residents evidently feel that this is 'very important.'
- By comparison, half (53%) of Urban Honolulu residents deemed this goal to be 'very important.'

Need for More Security from Terrorism

The public is split when it comes to seeking more protection from terrorists, based on responses to *“In the post-9/11 era, do you think more should be done to protect our roadway and bus system?”*

53% of residents said ‘no ’ – more security is not needed -- while 42% said ‘yes,’ Oahu highways and buses need more protection from possible terrorist attacks.



Final Suggestions to Improve Congestion

Again, the public as a whole is not agreed on a single solution to Oahu traffic problems, based on *“Are there any transportation problems or deficiencies you feel should be addressed or improvements you feel should be made on Oahu?”*

Over 40% of respondents had no further suggestions to offer.

<i>“Any problems or deficiencies that should be addressed... on Oahu?”</i>	
Widen roads / improve traffic flow	12%
Improve road conditions / repair potholes	12
Build rail / transit system	6
Expand bus service	5
Build more roads / alternate routes	4
No suggestions	43
(Base =)	(401)

“Widen the lanes on H-1 Freeway or build alternative routes to get to downtown Honolulu..”

“Neighborhood streets are being utilized as highways, and this is very dangerous.”

“The potholes are damaging cars more than is necessary.”

“Rail rapid transit is a viable solution as long as it serves all island residents and not just one area.”

“I am willing to pay taxes if the rail transit system is up to the whole island and not only Honolulu.”

“Congestion is caused by limited roadways. Water and mass transit needs to be looked at carefully.”

“I am not willing to pay more taxes. Instead, get rid of government retirement benefits.”

Subsample Analysis⁸

Transportation Planning. Mode of transportation and income level were factors in judging the importance of various transportation planning goals.

- Relative to *capacity enhancement of highways*, proportionately more drivers than bus riders deemed this ‘very important,’ 63% to 43%.
- Relative to *accessibility*, proportionately more bus riders than drivers felt that this was ‘very important,’ 76% to 60%.
- Relative to *accessibility*, more middle-income (\$35,000-\$75,000) and lower-income (\$35,000 or less) residents felt that this goal was ‘very important’ (70% and 69%, respectively) than did upper-middle-income (\$75,000+) residents (49%).

9/11 Security. Ethnic background was a factor in the perceived need for more security. High proportions of the following groups said ‘yes’ to “*In the post 9/11 era, do you think more should be done to protect our roadways and bus system?*”

- Filipinos (58%);
- Hawaiians (51%); and
- Japanese (45%).
- By comparison, only 24% of Caucasians on Oahu said ‘yes’ to this question.

The final section profiles Oahu respondents in the survey.

⁸ These differences were found to be statistically significant at the $p \leq .05$ level, based on tests of statistical significance.

IV. CHARACTERISTICS OF OAHU RESPONDENTS

- The great majority (86%) of the sample reported commuting regularly to work or school.
- Among Oahu commuters, those who drive or ride their own vehicles outnumber those who ride *TheBus*, 78% to 14%, based on survey data.
- Among those who reported riding *TheBus* in the past month, over one-third (36%) indicated riding it frequently or on a daily basis.

Oahu Respondents	
<u>Commuting to Work or School</u>	
Commuting	86%
Don't work/Work at home	14
(Base =)	(401)
<u>Usual Means of Transportation</u>	
Drive, ride, carpool or motorcycle	78%
Ride <i>TheBus</i>	14
Other (walk, bicycle, etc.)	8
(Base =)	(343)
<u>Riding TheBus in the past month</u>	
1 – 5 times	43%
5 – 19 times	21
20+ times	36
(Base =)	(120)
Maximum sampling error (n=400)	(+ 4.9%)

- Half of sample respondents are parents with children, based on survey data.
- Among parents, the biggest segment consists of those with children 5-12 in the household, based on survey data.
- About one in four respondents (23%) reported having a senior adult 65+ in their household.

Oahu Respondents	
<u>Children in the Household</u>	(Based on multiple mentions)
Children < 17	50%
0 – 4 years	25
5 – 12 years	30
13 – 17 years	23
<u>Seniors</u>	
Seniors 65+	23%
Seniors 65 – 74	18
Seniors 80+	9
(Base =)	(401)
Maximum sampling error	(+4.9%)

- Based on quota sampling that was matched to 2000 U.S. Census Data (as reported by DBEDT), 38% of respondents were Honolulu residents (including Aiea and Pearl City).
- 29% were Leeward or Kapolei residents, and another 10% were Central Oahu residents.
- Windward Oahu, East Honolulu and the North Shore made up 13%, 6% and 4% of the Oahu sample, respectively.

Oahu Respondents	
<u>Area of Residence</u>	
Urban Honolulu (including Aiea/Pearl City)	38%
Ewa/Leeward/Kapolei	29
Central Oahu (including Mililani and Wahiawa)	10
Windward Oahu	13
East Honolulu	6
North Shore	4
(Base =)	(401)
Maximum sampling error	(+4.9%)

- Recall that the sample was *weighted* to match the Oahu distribution by age, based on 2000 U.S. Census data. The average age of Oahu adults is about 44 years, with one-third (32%) under age 35.
- The median income of the sample is \$50,167, higher than the statewide average of about \$48,000.

Oahu Respondents	
	Total %
<u>Age Categories</u>	
18 – 24	13%
25 – 34	19
35 – 44	21
45 – 54	11
55 – 64	11
65+	13
Mean	44.1 years
<u>Annual Household Income</u>	
Under \$25,000	15%
\$25,000 but under \$35,000	14
\$35,000 but under \$50,000	15
\$50,000 but under \$75,000	19
\$75,000 and over	25
Don't know / refused	13
Median income	\$50,167
(Base =)	(401)
	(+4.9%)

- In the data collection, quotas were used to balance the sample by ethnic group distribution. On Oahu, over three in four residents are Caucasians (25%), Hawaiians (17%), Japanese (20%) or Filipino (15%).
- Quotas were established to reach a near 50/50 split between males and females.

Oahu Respondents	
	Total %
<u>Ethnic Background</u>	
Caucasian	25%
Hawaiian/part-Hawaiian	17
Japanese	20
Filipino	15
Chinese	6
Mixed/Other	18
<u>Gender</u>	
Male	49%
Female	51
(Base =)	(401)
	(+/-4.9%)

This concludes the findings of survey of Oahu residents. The next section presents full study data in the form of statistical banner tables.

* * * * *

STATISTICAL BANNER TABLES: Oahu Adult Respondents

Note that in the following tables, boxed data indicate that differences between the segments within the boxes were found to be significant at the $p \leq .05$ level, based on tests of statistical significance. Differences between segments not boxed were not found to be statistically significant at the $p \leq .05$ level.

TABLE 1.
Q1. I'll read you some transportation planning goals. When you think of improving transportation on O'ahu, tell me if each of the following is very important, somewhat important, not very important, or not at all important.
CAPACITY ENHANCEMENT OF HIGHWAYS
CAPACITY ENHANCEMENT OF TRANSIT SERVICE
ACCESSIBILITY

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moana- lualua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind- ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW IMPORTANT: CAPACITY ENHANCEMENT OF HIGHWAYS																								
Very Important	60	46	65	74	54	55	76	63	43	23	64	50	50	68	58	72	52	64	63	53	63	62	57	62
Somewhat Important	26	32	22	17	27	34	13	27	42	18	25	28	28	25	31	14	32	23	20	25	24	27	33	19
Not very Important	8	12	2	6	15	6	8	5	8	38	8	10	11	5	8	8	9	7	10	16	5	7	3	14
Not at all Important	6	9	10	2	3	4	3	4	7	21	4	9	11	2	4	5	7	5	5	7	7	3	7	5
Don't know/Refused	1	1	1	0	0	2	0	1	0	0	0	1	0	0	0	1	0	1	1	0	1	0	0	1
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
HOW IMPORTANT: CAPACITY ENHANCEMENT OF TRANSIT SVC																								
Very Important	59	53	61	62	55	68	55	56	65	56	66	43	54	58	56	70	50	64	64	61	66	52	52	65
Somewhat Important	29	37	29	25	25	25	34	33	25	30	26	37	30	35	32	21	34	29	22	26	27	36	33	26
Not very Important	8	5	2	10	18	4	11	7	10	3	6	12	7	6	6	5	11	4	10	7	4	10	10	5
Not at all Important	4	5	8	4	2	3	0	4	0	10	3	8	9	1	6	3	4	4	4	6	3	2	5	4
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
HOW IMPORTANT: ACCESSIBILITY																								
Very Important	65	63	70	72	65	54	57	60	76	71	70	51	63	56	62	72	58	67	68	70	69	49	56	72
Somewhat Important	28	27	24	22	30	37	35	31	23	16	24	35	27	35	33	16	35	26	21	22	25	40	34	21
Not very Important	5	4	3	5	3	8	8	6	0	0	3	8	4	7	4	5	3	5	6	2	4	9	6	3
Not at all Important	3	5	3	2	2	1	0	3	0	13	2	5	6	2	0	5	3	2	3	6	1	1	3	3
Don't know/Refused	0	1	1	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	0	0	0	0	1
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 2.
Q1. I'll read you some transportation planning goals. When you think of improving transportation on O'ahu, tell me if each of the following is very important, somewhat important, not very important, or not at all important.
SAFETY & SECURITY
HELPING THE QUALITY OF LIFE IN OUR COMMUNITIES

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- -sian	Japan- -ese	Hawai- -ian	Filip- -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW IMPORTANT: SAFETY & SECURITY																								
Very Important	87	87	88	93	79	88	86	87	94	76	89	83	87	89	89	85	90	87	85	85	89	87	83	91
Somewhat Important	10	12	8	4	17	7	14	10	6	22	9	13	9	9	10	10	8	10	11	13	7	11	13	7
Not very Important	2	1	1	2	4	4	0	2	0	2	2	3	4	1	1	3	1	2	3	2	2	1	2	2
Not at all Important	1	0	3	0	0	1	0	1	0	0	0	1	1	0	0	2	1	0	1	0	2	1	1	0
Don't know/Refused	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
HOW IMPORTANT: HELPING QUALITY OF LIFE IN OUR COMMUNITIES																								
Very Important	75	72	77	83	73	65	81	76	80	45	83	55	69	83	73	83	70	81	74	72	80	73	67	82
Somewhat Important	18	17	16	15	18	29	16	18	19	25	11	35	20	15	24	11	21	16	16	19	12	23	24	13
Not very Important	4	5	4	2	8	2	3	3	1	20	4	5	4	3	4	1	4	2	6	6	4	2	5	3
Not at all Important	2	5	3	0	1	4	0	2	0	10	1	5	6	0	0	4	4	1	2	3	3	2	3	2
Don't know/Refused	0	1	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	0	1	0	1	0
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 3.
Q1. I'll read you some transportation planning goals. When you think of improving transportation on O'ahu, tell me if each of the following is very important, somewhat important, not very important, or not at all important.
SUPPORTING ECONOMIC DEVELOPMENT
ENSURING THAT FUNDING FOR TRANSPORTATION SYSTEMS IS ADEQUATE TO MEET NEEDS

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/Pearl/Moanalua	Ewa/Lee-ward	Cntrl Oahu/North Shore	Wind-ward	East Hono-lulu	Drive/Ride	Ride Bus	Other/else	Yes	No/Don't know	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<\$35K	\$35K-\$75K	\$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOW IMPORTANT: SUPPORTING ECONOMIC DEVELOPMENT																								
Very Important	58	51	59	73	60	47	54	59	64	26	65	42	51	54	60	76	61	60	54	57	64	54	57	59
Somewhat Important	32	36	28	25	36	37	35	33	32	43	29	40	33	39	32	15	31	34	30	30	29	38	34	31
Not very Important	5	4	7	2	2	15	11	5	1	15	4	8	6	4	8	5	6	3	10	9	4	3	5	6
Not at all Important	2	7	2	0	0	1	0	2	0	14	1	6	6	0	0	3	2	2	3	3	2	3	2	3
Don't know/Refused	2	2	4	0	3	0	0	1	3	2	1	3	3	3	0	1	0	1	4	1	1	2	1	2
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
HOW IMPORTANT: ENSURING FUNDING IS ADEQUATE TO MEET NEEDS																								
Very Important	70	67	65	76	74	69	66	70	68	50	77	54	63	72	75	75	65	74	72	66	76	69	67	73
Somewhat Important	20	25	19	17	15	21	28	23	18	29	16	31	24	22	16	15	22	22	15	20	17	26	23	17
Not very Important	6	5	7	5	9	7	0	4	10	17	5	9	9	2	5	4	10	2	8	13	3	3	6	6
Not at all Important	1	0	4	0	0	1	0	1	0	0	0	1	2	0	0	2	1	1	1	0	2	1	1	0
Don't know/Refused	3	3	5	2	2	2	6	2	4	3	2	5	2	4	4	4	2	2	5	1	2	2	3	3
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 4.
Q2. Which is more important to you, building more roadways or improving
the public transit system?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
BUILDING MORE ROADWAYS VS IMPROVING PUBLIC TRANSIT SYSTEM																								
Building more roadways	33	22	37	41	37	28	38	39	15	24	31	36	35	33	26	42	34	36	26	31	30	38	37	29
Improving the transit system	64	74	58	58	59	66	56	58	81	73	67	57	63	62	72	53	63	62	68	66	67	60	61	66
Neither	2	2	1	0	1	5	6	1	1	4	1	5	0	2	2	5	2	1	4	3	1	1	1	2
It depends	1	0	2	1	0	1	0	1	1	0	1	1	1	1	0	0	0	1	1	0	1	0	0	1
Don't know	1	2	2	0	2	0	0	1	2	0	1	1	1	2	0	0	1	1	2	1	0	1	1	1
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 5.
Q3. I'll read you three O'ahu corridors, and tell me in which of them should
transportation improvements be focused in the next 25 years. In which
corridor should improvements be focused?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl/ Moa- nalua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind- ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
OAHU CORRIDOR WHERE IMPROVEMENTS SHOULD BE FOCUSED ON																								
'Ewa/Kapolei and Central O'ahu to Downtown	77	72	81	95	83	58	49	83	66	74	81	66	78	74	83	75	82	79	68	72	80	80	77	77
Hawaii Kai to Downtown	8	10	6	2	7	1	51	7	9	9	7	11	9	13	2	3	8	6	12	9	6	9	11	5
Windward O'ahu to Downtown	12	14	7	1	8	41	0	9	15	13	9	19	11	10	12	21	10	11	15	14	13	9	9	15
Don't know/Refused	3	5	6	2	3	0	0	2	10	3	3	4	3	3	3	1	0	4	6	5	2	1	3	3
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 6.
Q4. Currently it would be difficult and expensive to build new roadways or
widen existing ones in the urban core of Honolulu. I'll read you three
options to deal with congestion, and you tell me which you think is best.

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
BEST WAY TO DEAL WITH CONGESTION																								
Convert more streets to one-way operation, etc.	45	31	37	51	59	45	66	51	29	18	45	44	38	50	38	43	46	48	39	42	45	49	46	44
Find ways to encourage more people to ride TheBus, carpool, etc.	44	59	42	40	32	44	31	36	67	76	42	49	51	43	51	42	41	43	50	48	42	42	41	46
Live with congestion	5	6	11	1	6	6	0	7	0	6	7	3	5	3	4	9	7	6	3	4	7	5	7	4
Don't know/Refused	6	4	10	8	4	5	3	6	4	0	7	4	7	5	7	6	7	4	9	6	5	4	6	6
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 7.
Q5. Do you have any other suggestions to improve congestion?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SUGGESTIONS TO IMPROVE CONGESTION																								
Widen roads/improve traffic flow	15	12	9	18	19	11	33	15	16	16	15	16	18	15	6	15	14	18	12	15	16	9	18	12
Build rail/train system	15	19	17	13	11	10	22	19	7	10	21	1	27	18	9	13	14	18	11	10	14	20	18	12
Build more roads/alternate routes	6	2	5	8	11	5	12	8	2	4	7	3	5	7	0	6	10	5	3	5	6	5	5	7
Expand bus service	6	7	8	6	3	3	3	4	17	0	6	6	6	5	9	7	4	6	6	5	6	5	4	8
Incentives to carpool	5	3	5	8	4	2	10	6	2	0	4	7	3	4	8	4	5	5	3	7	4	4	3	7
Increase incentives to use buses	4	6	3	3	6	4	0	4	4	15	4	6	6	2	7	0	8	2	2	9	3	2	2	6
Restrict number of cars	4	4	3	2	6	3	11	2	9	2	3	7	4	3	3	2	2	3	7	4	4	2	4	4
Staggering work hours	3	6	3	1	3	2	10	3	6	6	3	4	2	6	5	1	0	6	4	0	5	7	4	3
Mass transit/rapid transit (type unspecified)	3	4	4	2	1	3	0	4	2	0	4	0	0	5	3	2	2	4	3	2	3	5	3	2
Encourage development/business outside city	2	1	5	2	3	0	8	3	2	0	2	3	1	2	6	2	0	4	3	1	1	5	3	2
Add bicycle lanes/bicycle facilities/encourage bike use	2	2	4	0	2	5	0	2	3	6	2	2	2	0	4	1	2	2	2	3	3	1	1	3
Build ferry system	2	3	0	4	2	1	0	3	0	0	3	0	5	1	4	0	2	1	3	1	1	4	3	1
Improve condition of roads/repair potholes	2	1	2	1	4	2	0	2	3	0	2	2	3	1	0	3	1	2	3	1	2	2	2	1
Raise taxes/user fees	1	2	2	0	2	2	0	1	4	2	1	1	2	3	0	0	0	3	1	0	2	3	2	1
Stop immigration/overpopulatn. Limitations on teens/older drivers	1	2	0	0	0	0	0	1	1	0	1	1	0	1	1	0	0	1	1	1	1	0	0	1
Other	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
Don't know/None	8	9	5	7	3	13	8	8	5	5	8	7	8	5	18	2	9	8	6	6	3	15	9	6
	38	40	41	36	37	48	11	36	38	39	35	47	35	35	39	47	43	29	48	45	39	32	36	40
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

Totals may exceed 100% due to multiple responses.

WARD RESEARCH, INC. (WR3635)

TABLE 8.
Q6. In the post 9/11 era, do you think more should be done to protect our
roadways and buses?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- -sian	Japan- -ese	Hawai- -ian	Filip- -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MORE SHOULD BE DONE TO PROTECT ROADWAYS AND BUSES																								
Yes	42	38	45	50	30	48	43	39	43	34	47	31	24	45	51	58	38	41	51	49	45	32	33	51
No	53	59	51	47	59	49	50	55	53	66	49	64	73	52	46	39	58	54	44	47	49	64	64	43
Don't know	5	3	5	3	11	3	8	5	4	0	5	5	4	4	2	3	3	5	5	4	6	3	3	6
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 9.
Q7. If funding from normal or existing sources is not adequate to pay for
needed transportation improvements, would you support a tax increase for...
CONSTRUCTION OF NEW ROADWAYS
WIDENING OR EXTENSIONS TO EXISTING ROADWAYS
IMPROVEMENTS TO THE BUS SYSTEM

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca -sian	Japan -ese	Hawai -ian	Filip -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SUPPORT TAX INCREASE: NEW ROADWAYS																								
Yes	59	49	49	74	64	60	56	64	46	45	60	56	53	63	49	73	67	58	52	57	64	58	65	53
No	37	48	45	22	33	36	41	32	51	55	36	41	44	33	45	22	32	37	43	40	33	38	33	42
Don't know/Refused	4	3	6	4	3	5	3	4	4	0	4	3	3	4	6	4	1	5	5	3	2	4	3	5
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
SUPPORT TAX INCREASE: WIDENING EXISTING ROADWAYS																								
Yes	60	51	58	71	66	56	66	64	58	48	62	57	54	74	48	67	64	59	61	59	66	61	62	59
No	36	48	37	27	31	34	34	32	40	52	34	42	39	23	49	31	33	36	37	37	32	35	36	37
Don't know/Refused	3	1	5	2	3	10	0	4	2	0	4	1	6	3	3	2	3	5	1	4	2	3	2	5
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
SUPPORT TAX INCREASE: IMPROVEMENTS TO BUS SYSTEM																								
Yes	54	62	48	49	53	59	42	48	66	71	56	48	56	51	58	57	53	50	63	63	53	48	50	57
No	44	36	48	48	46	39	58	50	30	29	41	51	42	45	41	40	45	48	35	35	47	50	47	41
Don't know/Refused	2	2	4	3	2	2	0	2	4	0	3	1	2	4	1	3	2	2	3	2	0	2	3	2
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 10.
Q7. If funding from normal or existing sources is not adequate to pay for
needed transportation improvements, would you support a tax increase for...
BUILDING A RAIL RAPID TRANSIT SYSTEM
ADDING BICYCLE FACILITIES

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moana- lualua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SUPPORT TAX INCREASE: BUILDING RAIL RAPID TRANSIT SYSTEM																								
Yes	57	59	54	70	49	46	48	61	48	46	76	9	62	62	54	55	57	61	50	50	68	53	59	54
No	39	37	41	27	45	50	44	33	52	50	21	82	31	32	43	44	41	32	46	49	26	40	35	42
Don't know/Refused	5	5	5	3	6	4	8	6	0	3	3	9	7	7	3	1	2	7	4	1	6	6	5	4
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
SUPPORT TAX INCREASE: ADDING BICYCLE FACILITIES																								
Yes	43	53	35	48	43	30	34	40	49	83	45	39	59	33	57	33	47	42	43	48	45	40	36	50
No	52	45	55	46	52	66	63	56	48	17	49	58	38	59	39	61	46	55	52	46	52	54	59	45
Don't know/Refused	5	2	10	6	4	4	3	5	3	0	6	2	4	8	3	6	7	4	5	6	3	5	5	5
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 11.
Q8. (IF YES TO ANY IN Q7) You supported a tax increase for improvements.
What kind of increase do you feel is most appropriate? Should government...?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MOST APPROPRIATE TAX INCREASE																								
Raise the sales tax	48	43	43	54	52	51	43	54	32	30	49	44	50	50	37	42	50	49	41	47	53	46	47	49
Raise property taxes	20	14	19	22	25	29	12	18	34	20	20	21	20	13	34	27	31	16	12	23	19	19	18	23
Raise the gasoline tax	23	32	27	17	19	14	27	22	24	34	22	24	28	24	17	20	18	25	28	22	21	27	27	19
Don't know	9	11	11	8	4	7	17	6	9	15	8	10	2	12	12	10	1	10	19	8	7	8	8	9
Base	364	100	55	85	57	51	17	247	42	29	265	99	93	72	60	53	129	145	88	112	127	84	179	185

WARD RESEARCH, INC. (WR3635)

TABLE 12.
Q9. Do you feel that a rail rapid transit system should be constructed as a long-term transportation solution for Honolulu?
Q9a. (IF YES TO IN Q9) Would you still feel this way if raising taxes is the only way rail rapid transit can be built?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono-lulu	Aiea/Pearl/Moanalua	Ewa/Lee-ward	Cntrl Oahu/North Shore	Wind-ward	East Hono-lulu	Drive/Ride	Ride Bus	Other/else	Yes	No/Don't know	Caucasian	Japanese	Hawaiian	Filipino	18-34	35-54	55+	<\$35K	\$35K-\$75K	\$75K+	Male	Female
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
RAIL RAPID TRANSIT SYSTEM SHOULD BE CONSTRUCTED																								
Yes	70	67	69	85	69	59	69	75	59	65	100	0	72	68	74	70	70	77	62	66	77	70	70	70
No	24	23	23	13	31	35	16	19	32	27	0	80	23	24	21	24	27	17	28	30	15	25	25	22
Don't know	6	10	8	1	0	6	16	5	9	8	0	20	5	8	5	5	3	6	10	4	8	5	5	7
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
WOULD SUPPORT RAIL IF RAISING TAXES IS ONLY WAY																								
Yes	78	79	77	80	69	86	75	80	74	57	78	0	87	79	72	75	79	79	75	70	95	72	82	75
No	20	19	21	17	29	14	25	19	24	38	20	0	11	21	28	20	21	19	22	28	5	27	16	24
Don't know	2	1	2	3	2	0	0	1	2	5	2	0	2	0	0	5	0	2	3	2	1	1	2	1
Base	282	71	44	76	43	34	14	203	28	19	282	0	71	52	49	41	91	128	61	77	103	70	138	144

WARD RESEARCH, INC. (WR3635)

TABLE 13.
Q10. Do you feel that the BRT, or bus rapid transit system, is an improvement to Honolulu's transportation system?
Q10a. (IF YES TO IN Q9) Would you still support the BRT if raising taxes is the only way this improvement can be built?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
FEEL BRT SYSTEM IS AN IMPROVEMENT TO TRANSPORT. SYSTEM																								
Yes	70	77	63	75	65	69	62	67	87	77	73	64	71	65	64	76	73	71	66	75	74	62	68	73
No	19	14	26	17	22	23	14	21	9	23	17	23	19	22	29	13	22	17	18	20	15	22	21	17
Don't know	11	9	11	8	13	8	24	12	4	0	9	13	10	13	7	11	5	12	15	4	11	15	11	10
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
WOULD SUPPORT BRT IF RAISING TAXES IS ONLY WAY																								
Yes	73	77	72	74	77	60	72	75	77	51	76	65	82	79	73	69	72	77	69	74	78	71	75	71
No	25	21	27	24	23	32	28	21	23	49	22	30	16	18	26	25	28	20	25	24	20	25	22	27
Don't know	3	3	2	2	0	8	0	4	0	0	2	5	2	3	2	6	0	3	6	2	2	4	3	2
Base	283	82	40	67	40	40	13	181	41	22	207	76	70	50	42	44	94	118	66	88	98	62	134	149

WARD RESEARCH, INC. (WR3635)

TABLE 14.
Q11. I'll read three statements and tell me with which do you most agree?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- -sian	Japan- -ese	Hawai- -ian	Filip- -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
STATEMENTS REGARDING CONGESTION																								
Congestion is terrible and I am willing to pay taxes	47	46	40	54	47	44	45	54	28	36	54	28	67	52	38	35	43	53	43	31	59	53	53	41
Although congestion is terrible, raising taxes is not the answer	31	20	36	29	38	38	39	28	52	22	26	42	13	19	40	49	37	29	25	40	22	30	31	30
Traffic congestion is not so bad and I'm willing to live with it	19	33	20	11	10	15	16	15	14	42	16	26	19	25	15	13	21	12	28	26	16	15	13	25
Don't know/Refused	3	0	5	6	5	3	0	3	6	0	3	3	2	4	8	4	0	6	3	3	3	2	3	3
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 15.
Q12. Are there any transportation problems or deficiencies that you feel
should be addressed or improvements you feel should be made on O'ahu?
What are they?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SUGGESTIONS TO IMPROVE CONGESTION																								
Widen roads/improve traffic flow	21	17	23	26	22	18	19	24	13	6	23	15	18	27	20	29	13	24	26	11	23	23	22	20
Improve condition of roads/repair potholes	21	17	29	20	21	24	8	23	11	19	21	19	19	22	30	12	31	17	16	14	32	13	19	22
Build rail/train system	11	17	16	9	7	5	13	11	21	6	15	2	19	6	4	16	7	15	8	14	10	8	12	10
Expand bus service	10	9	8	8	19	5	8	3	31	52	10	9	7	6	16	9	13	8	10	26	3	5	5	16
Build more roads/alternate routes	7	0	5	16	10	6	7	10	0	0	8	5	5	8	14	0	9	6	8	5	9	8	4	11
Specific roadway construction	5	3	3	8	0	15	0	6	0	6	4	8	5	6	4	12	7	5	3	8	3	4	3	8
Increase incentives to use buses	4	9	3	2	0	5	0	2	7	9	2	8	4	7	0	6	2	5	5	4	2	6	4	4
Incentives to carpool	3	3	3	2	0	7	0	2	5	0	1	6	1	7	0	6	0	3	7	0	1	6	2	3
Add bicycle lanes/bicycle facilities/encourage bike use	3	5	0	0	5	3	0	1	4	13	2	4	2	0	6	0	0	5	0	0	5	3	2	4
Raise taxes/user fees	2	2	0	3	0	8	0	3	4	0	1	4	0	3	0	0	7	1	0	0	5	2	3	1
Restrict number of cars	2	4	2	2	0	0	4	2	3	4	2	3	3	4	0	0	0	1	5	2	2	0	1	3
Staggering work hours	2	1	2	3	2	2	0	2	0	0	1	3	2	2	4	0	0	1	7	2	1	3	3	1
Encourage development/business outside city	2	0	4	3	3	0	0	2	0	0	1	4	2	0	6	0	4	0	3	1	3	2	2	1
Mass transit/rapid transit (type unspecified)	2	2	2	3	0	2	0	2	0	0	2	0	2	3	3	0	0	2	4	2	1	3	2	1
Enforce speeding laws	2	0	0	0	3	3	7	2	0	0	0	5	0	2	0	0	2	1	0	2	0	2	3	0
Limitations on teens/older drivers	1	0	2	0	0	0	7	1	0	0	0	2	1	2	0	0	0	1	1	0	1	2	1	1
Build ferry system	1	3	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	1	1	0	1	0	0	2
Stop immigration/overpopuln.	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0
Other	27	31	11	26	31	27	42	29	25	6	29	23	33	18	30	25	33	27	22	31	25	31	31	22
Base	226	54	33	46	41	36	15	161	24	16	160	66	62	50	33	25	66	111	47	58	74	66	125	101

Totals may exceed 100% due to multiple responses.

WARD RESEARCH, INC. (WR3635)

TABLE 16.
Q13. What means of transportation do you usually use to go to
school or work?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MEANS OF TRANSPORTATION USED TO GO TO WORK/SCHOOL																								
Drive or ride in a car	59	47	65	58	71	58	73	88	0	0	62	50	57	65	53	58	55	73	40	43	62	80	68	50
Take a bus	12	15	12	17	7	6	0	0	100	0	10	16	9	4	19	16	11	12	12	18	9	4	12	12
Carpool	7	7	4	8	6	13	0	11	0	0	8	5	8	11	8	5	12	7	3	7	7	6	5	10
Walk or travel on foot	5	11	2	1	9	1	0	0	0	70	5	5	10	2	3	4	8	4	4	11	4	2	3	7
Ride a bicycle	1	1	2	1	0	0	0	0	0	10	1	0	2	0	0	0	0	2	0	1	1	0	1	0
Ride a moped	1	4	0	0	0	0	0	0	0	15	0	2	3	0	0	0	3	0	0	4	0	0	0	2
Ride a motorcycle	1	0	3	2	2	0	0	2	0	0	1	1	1	0	2	0	2	1	1	0	2	1	2	0
Work at home	0	0	0	1	0	0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0	0	0	0
Other	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Don't work	14	15	11	12	4	22	27	0	0	0	12	19	10	18	14	18	9	2	39	17	14	6	9	18
Refused	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 17.
Q14. How did you get to work (or school) today?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
MEANS OF TRANSPORTATION USED TO GO TO WORK/SCHOOL TODAY																								
Drive or ride in a car	60	50	76	58	57	57	87	73	10	13	60	61	56	76	60	47	49	70	51	43	66	70	67	52
Take a bus	11	11	8	20	0	9	8	2	67	0	11	9	7	2	20	25	8	13	11	14	12	5	9	13
Walk or travel on foot	6	18	0	1	8	2	0	0	6	67	7	3	13	2	4	6	8	5	7	13	6	2	3	9
Carpool	6	7	2	1	11	16	0	8	0	0	5	10	8	10	1	2	10	5	4	9	4	6	7	6
Ride a moped	1	2	0	0	0	0	0	0	0	7	1	0	0	0	0	0	2	0	0	2	0	0	0	1
Ride a motorcycle	1	1	3	2	0	0	0	1	0	5	2	0	2	0	3	0	3	1	0	0	3	2	2	1
Ride a bicycle	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	1	0	1	0
Work at home	0	0	0	2	0	0	0	1	0	0	1	0	1	0	1	0	0	0	3	1	0	1	0	0
Other	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0
Didn't go to work today	14	10	11	14	23	15	5	14	15	3	13	17	12	8	10	20	21	6	22	19	7	13	10	18
Refused	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0
Base	270	67	45	66	39	41	13	213	36	20	198	72	60	52	46	39	90	131	47	77	89	78	138	133

WARD RESEARCH, INC. (WR3635)

TABLE 18.
Q15. During the past week, how many times did you ride *TheBus*?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
NO. TIMES RODE THEBUS																								
0 times	70	64	80	71	74	61	75	81	3	60	72	65	73	85	65	54	67	74	68	54	72	83	74	67
1 - 5 times	13	11	5	7	18	25	21	14	3	18	13	12	10	10	13	16	17	10	12	20	12	11	12	13
6+ times	17	25	14	22	8	13	5	4	94	22	15	22	15	4	21	31	16	16	19	26	15	6	14	20
Don't know/Refused	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0
MEAN	5.19	7.78	3.20	6.64	3.99	3.11	1.08	1.09	29.25	8.45	4.28	7.36	5.67	1.07	6.01	7.01	5.90	4.67	5.09	9.80	3.91	1.12	4.71	5.65
MEDIAN	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 19.
Q16. Do you have children under age 18 in your household?
Q16a. How many are...?
LESS THAN FIVE YEARS OF AGE

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- -sian	Japan -ese	Hawai- -ian	Filip- -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HAVE CHILDREN UNDER AGE 18 IN HOUSEHOLD																								
Yes	50	27	55	63	58	57	49	58	40	21	53	43	40	47	63	60	60	63	15	46	52	57	47	52
No	50	73	45	36	42	43	51	42	58	79	47	56	60	53	37	40	40	37	85	54	48	43	53	47
Refused	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
NO. OF CHILDREN LESS THAN FIVE YEARS OF AGE																								
0	50	47	50	53	53	38	77	54	59	0	55	37	46	61	47	51	25	66	67	35	47	57	52	49
1	31	40	29	30	34	27	23	31	16	89	27	44	41	21	20	38	49	21	12	36	31	34	34	29
2	14	10	19	6	13	29	0	13	25	0	13	15	10	9	26	11	20	10	4	22	16	8	12	15
3	4	3	0	9	0	4	0	1	0	11	4	3	4	8	3	0	6	1	12	4	4	2	2	5
4	1	0	2	2	0	3	0	1	0	0	1	1	0	0	4	0	0	2	4	3	1	0	1	2
MEAN	.74	.70	.75	.75	.60	1.08	.23	.66	.66	1.21	.70	.87	.72	.65	.98	.60	1.06	.52	.75	1.04	.82	.54	.67	.81
MEDIAN	0	1	1	0	0	1	0	0	0	1	0	1	1	0	1	0	1	0	0	1	1	0	0	1
Base	199	29	35	56	36	33	10	156	19	6	149	51	40	36	41	35	78	105	15	53	69	57	92	107

WARD RESEARCH, INC. (WR3635)

(continued)

TABLE 20.
Q16. Do you have children under age 18 in your household?
Q16a. How many are...?
5 TO 12 YEARS
13 OR OLDER

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moana- lualua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
NO. OF CHILDREN 5 TO 12 YEARS OF AGE																								
0	41	38	42	39	46	46	23	38	26	73	39	48	46	48	45	32	55	30	46	54	36	41	41	41
1	36	35	29	36	33	47	39	37	49	0	36	35	27	32	35	46	25	43	42	31	37	37	37	35
2	18	24	25	15	21	5	29	20	12	16	21	10	23	16	11	17	16	22	4	7	21	20	17	19
3	3	3	4	6	0	0	9	3	7	0	3	5	4	3	3	6	4	4	0	4	5	0	5	2
4	1	0	0	3	0	2	0	1	5	0	1	1	0	0	4	0	0	2	4	3	0	2	1	1
5	0	0	0	1	0	0	0	0	0	11	0	1	0	0	2	0	0	0	4	0	0	0	0	1
MEAN	.89	.92	.91	1.02	.75	.65	1.24	.92	1.16	.86	.92	.80	.84	.74	.91	.96	.69	1.05	.87	.71	.95	.84	.88	.89
MEDIAN	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	0	1	1	0	1	1	1	1
Base	199	29	35	56	36	33	10	156	19	6	149	51	40	36	41	35	78	105	15	53	69	57	92	107
NO. OF CHILDREN 13 OR OLDER																								
0	54	51	59	60	50	52	42	50	54	89	53	57	62	52	42	48	76	41	33	66	63	44	47	60
1	26	33	16	17	31	30	58	28	24	0	25	28	28	21	23	36	15	35	17	14	26	32	28	24
2	11	9	13	16	8	9	0	13	10	11	10	14	4	14	18	11	4	14	29	15	6	13	15	8
3	4	0	7	5	3	3	0	4	8	0	5	0	2	7	2	3	0	6	8	1	3	2	5	2
4	5	7	5	2	8	6	0	6	3	0	6	1	4	6	14	2	6	4	8	3	3	9	5	5
6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	0	0	0	1
MEAN	.80	.79	.84	.77	.88	.82	.58	.87	.84	.21	.87	.60	.58	.94	1.28	.74	.44	.96	1.58	.65	.57	.99	.93	.70
MEDIAN	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	1	2	0	0	1	1	0
Base	199	29	35	56	36	33	10	156	19	6	149	51	40	36	41	35	78	105	15	53	69	57	92	107

WARD RESEARCH, INC. (WR3635)

TABLE 21.
Q17. Excluding yourself, do you have adult family members living in your household who are...?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HAVE ADULT MEMBERS 65 TO 79 YEARS OF AGE																								
Yes	18	18	17	20	6	25	35	13	35	10	18	18	13	15	31	25	14	13	33	19	22	10	16	20
No	82	82	83	80	94	75	65	87	65	90	82	82	87	85	69	75	86	87	67	81	78	90	84	80
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205
HAVE ADULT MEMBERS 80 AND OLDER																								
Yes	8	8	5	9	7	13	15	8	6	4	7	11	6	12	6	12	5	7	16	7	10	6	9	8
No	92	92	95	91	93	87	85	92	94	96	93	89	94	88	94	88	95	93	84	93	90	94	91	92
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 22.
Q18. What is the ZIP code of the area you live in?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono -lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ZIP CODE OF RESIDENCE																								
Urban Honolulu	30	98	25	2	0	0	0	26	36	60	30	33	48	26	19	22	30	29	36	33	31	27	30	31
Windward	14	0	0	0	0	95	0	15	8	2	11	20	11	12	22	16	18	8	17	14	16	13	14	14
Wai'Ewa/Kapolei/Leeward	34	1	73	97	0	2	0	34	47	17	38	25	21	36	44	53	32	36	32	36	36	25	31	36
Central Oahu	11	0	0	0	72	0	0	13	8	10	11	13	14	11	9	3	11	16	4	12	11	12	13	10
East Honolulu	5	0	0	0	0	0	97	6	0	0	5	6	1	12	0	2	1	7	7	1	3	12	7	3
North Shore	4	0	0	0	28	0	0	5	2	10	5	4	3	0	6	2	9	3	0	3	3	9	4	5
Neighbor Islands	0	0	0	0	0	1	3	0	0	0	0	1	0	1	1	0	0	0	1	1	0	1	0	0
Refused/don't know/unknown	1	1	2	1	0	1	0	1	0	0	1	1	1	2	0	1	0	1	3	2	1	0	1	1
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 23.
Q19. What is the ZIP code of the area where you work or attend school?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee- ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- -sian	Japan- -ese	Hawai- -ian	Filip- -ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ZIP CODE OF SCHOOL/WORK																								
Retired/dont work/work at home	20	16	23	23	11	27	26	9	20	7	18	25	19	25	22	18	12	10	49	28	17	8	15	25
Urban Honolulu	44	69	47	38	17	34	44	49	55	60	47	38	49	45	36	47	48	52	26	40	47	47	42	46
Windward	5	1	2	0	4	23	5	7	1	2	5	5	6	3	3	7	9	2	4	4	5	7	6	4
'Ewa/Kapolei/Leeward	11	4	18	21	9	3	10	14	4	10	11	10	9	13	20	11	10	15	6	12	12	11	14	9
Central O'ahu	5	0	2	4	25	0	0	5	6	10	4	8	6	5	4	2	6	8	0	6	3	8	6	4
East Honolulu	1	1	0	0	0	0	10	1	2	0	1	1	1	1	0	0	0	2	0	0	1	2	2	0
North Shore	3	0	0	1	20	0	0	4	2	10	4	2	2	1	6	0	7	2	0	3	3	5	3	4
Neighbor Islands	1	0	0	0	1	3	0	1	0	0	1	0	0	1	2	0	0	1	1	0	1	1	1	1
Other	1	0	2	0	0	1	0	1	0	0	1	0	1	0	0	2	1	0	1	0	1	1	1	0
Refused/don't know/unknown	10	8	7	13	12	9	6	10	10	0	10	10	8	6	8	13	8	8	13	8	10	10	12	8
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 24.
Q20. What is your ethnic identification?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ETHNICITY																								
Caucasian	25	40	26	11	28	20	5	24	18	54	25	23	100	0	0	0	31	21	23	25	26	24	28	21
Chinese	6	6	5	2	6	8	23	5	5	10	6	8	0	0	0	0	2	7	10	5	5	9	5	7
Filipino	15	8	18	27	5	16	6	13	19	8	15	15	0	0	0	100	12	15	18	22	13	7	11	18
Hawaiian/part-Hawaiian	16	10	13	25	15	26	0	15	26	8	17	14	0	0	100	0	19	16	15	20	15	15	13	20
Japanese	19	18	22	18	14	16	45	22	7	5	18	21	0	100	0	0	10	24	23	10	16	35	19	19
mixed	8	13	4	4	6	10	8	9	3	12	8	9	0	0	0	0	10	8	6	6	14	4	10	6
Korean	1	1	1	1	6	0	0	1	8	0	1	3	0	0	0	0	2	1	2	3	1	0	2	0
African American	1	0	3	2	0	2	0	2	0	0	2	0	0	0	0	0	2	1	1	0	3	1	2	1
Native American/Native Alaskan	1	0	3	0	2	0	3	1	0	0	1	1	0	0	0	0	0	2	1	1	1	1	1	0
Samoan	1	0	0	2	4	0	0	1	4	0	1	1	0	0	0	0	1	2	0	2	1	1	2	0
Hispanic	4	4	3	4	8	0	0	3	6	3	4	4	0	0	0	0	9	2	1	5	3	1	4	3
Other	1	0	0	2	2	1	0	1	0	0	1	0	0	0	0	0	2	0	1	2	1	0	0	1
Don't know/refused	2	1	2	1	3	0	9	2	4	0	2	2	0	0	0	0	0	3	0	0	1	1	2	1
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 25.
Q21. What was your age on your last birthday?

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
AGE CATEGORY																								
18 to 24	13	11	5	7	24	30	0	11	12	41	11	17	18	4	13	10	40	0	0	30	7	6	10	16
25 to 34	19	21	18	27	18	12	7	22	18	10	21	15	23	13	24	17	60	0	0	18	23	21	16	23
35 to 44	20	19	30	21	23	8	18	24	18	17	24	11	20	18	15	22	0	49	0	9	26	23	25	16
45 to 54	21	19	14	25	26	16	38	26	24	14	21	21	16	34	25	21	0	51	0	14	23	31	24	19
55 to 64	11	9	14	12	5	20	9	11	9	11	11	13	10	12	14	16	0	0	46	10	11	12	12	11
65 Plus	13	21	17	7	2	12	28	5	16	7	11	19	13	18	10	14	0	0	54	18	11	6	12	15
Don't know / Refused	1	0	2	2	2	2	0	1	2	0	1	3	1	1	0	0	0	0	0	0	0	0	2	1
MEAN	44.13	46.21	47.11	43.08	37.28	42.10	54.28	41.50	44.59	36.00	43.37	45.98	42.19	49.74	42.95	46.55	26.33	44.46	67.43	41.91	44.04	44.62	45.08	43.22
MEDIAN	42	43	43	42	38	39	50	41	45	31	42	45	39	48	42	45	26	45	65	36	41	44	44	40
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 26.
Q22. And was your household income for 2003, before taxes:

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
HOUSEHOLD INCOME																								
under \$25,000	15	23	8	16	11	16	3	7	29	42	13	19	15	8	16	23	21	8	20	52	0	0	8	22
\$25,000 - but under \$35,000	14	12	13	18	16	14	0	15	15	19	14	14	14	7	19	21	22	8	14	48	0	0	11	17
\$35,000 - but under \$50,000	15	14	19	13	15	16	9	15	14	15	16	12	18	4	13	14	11	18	15	0	44	0	18	12
\$50,000 - but under \$75,000	19	17	28	17	14	23	8	20	12	13	21	14	18	23	19	15	20	21	14	0	56	0	19	19
\$75,000 and above	25	23	15	21	34	23	61	32	8	8	25	25	25	45	22	13	21	33	19	0	0	100	33	18
Refused	13	11	18	14	10	8	18	11	23	2	11	15	10	12	11	14	5	12	19	0	0	0	12	13
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

TABLE 27.
Q. Gender

	TOTAL	OAHU REGION						DRIVE TO WORK/SCHOOL			SUPPORT RAIL TRANSIT		ETHNICITY				AGE			INCOME			GENDER	
		Urban Hono- lulu	Aiea/ Pearl /Moa- nalua	Ewa/ Lee -ward	Cntrl Oahu/ North Shore	Wind -ward	East Hono- lulu	Drive /Ride	Ride Bus	Other /else	Yes	No/ Don't know	Cauca- sian	Japan- ese	Hawai- ian	Filip- ino	18-34	35-54	55+	<\$35K	\$35K- \$75K	\$75K+	Male	Fe- male
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
GENDER																								
Male	49	48	46	44	52	52	64	55	48	27	49	49	56	49	38	36	40	57	47	31	53	64	100	0
Female	51	52	54	56	48	48	36	45	52	73	51	51	44	51	62	64	60	43	53	69	47	36	0	100
Base	401	106	64	90	62	58	21	269	47	29	282	119	99	77	66	58	130	167	99	116	134	100	196	205

WARD RESEARCH, INC. (WR3635)

APPENDIX

Survey Instrument

WARD RESEARCH, INC.

ATTITUDES TOWARD TRANSPORTATION

WR3565

Record Number _____(v01)

Interviewer Name _____

Time Ended _____

Date _____ I.D.# _____(v02) Time Started _____

Respondent Name _____ Total Minutes _____(v03)

Respondent Phone Number - (v04)

Hello, I'm (_____) from Ward Research, a professional market research company in Honolulu. We're conducting a survey for the City and State government regional transportation planning agency on transportation planning, and we'd like to get your input. May I speak to the head of your household, please?

First, let me verify that you are over 18 years of age.

S1. Do you or does anyone in your household or immediate family work...(READ LIST)

	Yes	No
For a market research firm	1	2
For the state Department of Transportation	1	2
For the city Dept. of Transportation Services	1	2
In transportation planning or engineering		

**IF "YES" TO ANY,
THANK & TERMINATE**

Q1. I'll read you some transportation planning goals. When you think of improving transportation on Oahu, tell me if each of the following is very important, somewhat important, not very important or not at all important. First.... (READ LIST)?

**ROTATE
FACTORS**

	<u>Very Important</u>	<u>Somewhat Important</u>	<u>Not Very Important</u>	<u>Not at all Important</u>
a. Capacity enhancement of highways ...4 (meaning increasing the capacity of the highway system to serve more people)	3	2	1	
b. Capacity enhancement of4 transit service (meaning increasing the capacity of the transit system to serve more people)	3	2	1	
c. Accessibility4 (meaning the ability of all residents to access transportation services regardless of geographic location, economic status or physical limitations)	3	2	1	
d. Safety & security4 (meaning designing our transportation system to keep users safe)	3	2	1	
e. Helping the quality of life in4 our communities	3	2	1	
f. Supporting economic development4	3	2	1	
g. Ensuring that funding for 4 transportation systems is adequate to meet needs.	3	2	1	

Q2. Sometimes the budgets available to make transportation improvements are limited. So when we develop a plan for the transportation system, we may not be able to satisfy all important goals. We have to decide which is more important and how to spend the available funds.

Which is more important to you, building more roadways or improving the public transit system?

- Building more roadways..... 1
- Improving the transit system 2
- Neither **(DO NOT READ)**..... 3
- It depends **(DO NOT READ)**..... 4
- Don't know **(DO NOT READ)**..... 9

Q3. I'll read you three Oahu areas, and tell me in which one of them should transportation improvements be focused in the next 25 years? First.... **(READ LIST)** In which area should improvements be focused?

- Ewa/Kapolei and Central Oahu to Downtown 1 (v)
(for example, making improvements to H-1 and H-2)
- Hawaii Kai to Downtown 2
(for example, making improvements to Kalaniana'ole Highway)
- Windward Oahu to Downtown 3
(for example, making improvements to H-3 or Pali Highway)

Q4. Currently, it would be difficult and expensive to build new roadways or widen existing ones in the urban core of Honolulu. I'll read you three options to deal with congestion, and you tell me which you think is best. The first is to... **(READ LIST)**

**ROTATE
OPTIONS**

- Convert more streets to one-way operation, install more contra-flow 1 (v)
lanes, improve the signal system and remove on-street parking.
- Find ways to encourage more people to ride *TheBus*, to carpool, 2
or use alternatives like bicycles or walking.
- Live with congestion..... 3

Q5. Do you have any other suggestions to improve congestion? **(PROBE)**

_____(v)
_____(v)
_____(v)

Q6. In the post 9/11 era, do you think more should be done to protect our roadway and bus system?

- Yes..... 1
- No 2
- Don't know **(DO NOT READ)**..... 9 (v)

Q7. If funding from normal or existing sources is not adequate to pay for needed transportation improvements, would you support a tax increase for...? **(READ LIST, THEN AFTER EACH ASK IF THEY WOULD SUPPORT TAX INCREASE)**

**ROTATE
ALTERNATIVES**

	<u>Yes</u>	<u>No</u>	<u>Don't Know/RF</u>	
a. Construction of new roadways	1	2	3	(v)
b. Widening or extensions to existing roadways	1	2	3	(v)
c. Improvements to the bus system.....	1	2	3	(v)
d. Building a rail rapid transit system.....	1	2	3	(v)
f. Adding bicycle facilities	1	2	3	(v)

(IF YES TO ANY IN Q7, ASK:)

<p>Q8. You supported a tax increase for improvements. What kind of increase do you feel is most appropriate? Should government...? (READ LIST)</p> <p>Raise the sales tax..... 1</p> <p>Raise property taxes; or 2</p> <p>Raise the gasoline tax..... 3</p> <p>Don't know (DO NOT READ)..... 9 (v)</p>

Q9. Do you feel that a rail rapid transit system should be constructed as a long-term transportation solution for Honolulu?

Yes..... 1 **(CONTINUE)**

No 2 **(SKIP TO Q10)**

Don't know (DO NOT READ) 9 **(SKIP TO Q10)** (v)

(IF YES IN Q9, ASK:)

<p>Q9a. Would you still feel this way if raising taxes is the only way rail rapid transit can be built?</p> <p>Yes..... 1</p> <p>No 2</p> <p>Don't know (DO NOT READ) 9 (v)</p>

Q10. Do you feel that the BRT, or bus rapid transit system, is an improvement to Honolulu's transportation system? .

Yes..... 1 **(CONTINUE)**
 No 2 **(SKIP TO Q11)**
 don't know (DO NOT READ)..... 9 **(SKIP TO Q11)** (v)

(IF YES IN Q10, ASK:)

Q10a. Would you still support the BRT if raising taxes is the only way this improvement can be built?

Yes..... 1
 No 2
 don't know (DO NOT READ)..... 9 (v)

Q11. I'll read you three statements and tell me with which do you most agree? First...

**ROTATE
STATE-
MENTS**

Congestion is terrible and I am willing to pay higher taxes to1 (v)
 improve the transportation system.

Although congestion is terrible, raising taxes to make2
 transportation improvements is not the answer.

Traffic congestion is not so bad and I am willing to live with it3

Q12. Are there any transportation problems or deficiencies that you feel should be addressed or improvements you feel should be made on Oahu? **(IF YES)** What are they? **(DO NOT READ)**

_____(v)
 _____(v)
 _____(v)

Now I have just a few questions for classification purposes only...

Q13. What means of transportation do you usually use to go to school or work? **(DO NOT READ)**

Drive or ride in a car 1
 Take a bus 2
 Ride a bicycle 3
 Ride a moped 4
 Walk or travel on foot..... 5
 Take an airplane..... 7
 Ride a motorcycle..... 8
 Work at home 9
 Other (specify)..... 10
 None, don't travel 11
 Refused **(DO NOT READ)**..... 12 (v)

Q14. How did you get to work (or school) today? **(DO NOT READ)**

- | | | |
|------------------------------------|----|-----|
| Drive or ride in a car | 1 | |
| Take a bus | 2 | |
| Ride a bicycle | 3 | |
| Ride a moped | 4 | |
| Walk or travel on foot..... | 5 | |
| Take an airplane..... | 7 | |
| Ride a motorcycle..... | 8 | |
| Work at home | 9 | |
| Other (specify)..... | 10 | |
| None, don't travel | 11 | |
| Refused (DO NOT READ) | 12 | (v) |

Q15. During the past month, how many times did you ride *TheBus*?

(v)

Q16. Do you have children under age 18 in your household?

- | | | | |
|------------------------------------|---|----------------------|-----|
| Yes..... | 1 | (CONTINUE) | |
| no..... | 2 | (SKIP TO Q17) | |
| Refused (DO NOT READ) | 9 | (SKIP TO Q17) | (v) |

(IF YES IN Q16, ASK:)

Q16a. How many are...? **(99=DON'T KNOW/REFUSED)**

- | | | |
|----------------------------------|-------------------------------------------|-----|
| Less than five years of age..... | <input type="text"/> <input type="text"/> | (v) |
| 5 to 12 years..... | <input type="text"/> <input type="text"/> | (v) |
| 13 or older | <input type="text"/> <input type="text"/> | (v) |

Q17. Excluding yourself, do you have adult family members living in your household who are...?

- | | <u>Yes</u> | <u>No</u> |
|----------------------------|------------|-----------|
| 65 to 79 years of age..... | 1 | 2 |
| 80 and older..... | 1 | 2 |

Q18. What is the zip code of the area you live in?

(v)

(99 = refused)

Q19. What is the zip code of the area where you work or attend school?

(v)

(99 = refused)

(FIELD: ALLOW FOR SCHOOL NAME TO BE GIVEN IF ZIP CODE IS NOT KNOWN)

Q20. What is your ethnic identification? **(IF MIXED, ASK)** Would that include Hawaiian?

- Caucasian 1
- Chinese 2
- Filipino 3
- Hawaiian/part-Hawaiian..... 4
- Japanese 5
- mixed 6
- other (*specify*) 8
- Don't know / Refused **(DO NOT READ)** 9

IF OTHER IN Q20, CODE APPROPRIATE CATEGORY:

Q20a. (OTHER ETHNIC)

- Korean 1
- African American..... 2
- Native American or Alaska Native 3
- Samoan..... 4
- Vietnamese 5
- Marshallese 6
- Hispanic 7
- Other 9

Q21. What was your age on your last birthday? (99 = refused)

(v)

Q22. And was your household income for 2003, before taxes: **(READ LIST)**

- under \$25,000 1
- \$25,000 - but under \$35,000 2
- \$35,000 - but under \$50,000 3
- \$50,000 - but under \$75,000 4
- \$75,000 and above 5
- refused **(DO NOT READ)** 9 (v)

Q23. **(RECORD ONLY, DO NOT ASK)** Gender:

- male 1
- female 2 (v)

In the event my supervisor wants to verify this interview, may I have your first name please? (RECORD).

That was my last question. Thank you very much for your help in completing this survey.

The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration, under Chapter 53 of 49 U.S.C. and 23 U.S.C. The contents of this document do not necessarily reflect the official views of the U.S. Department of Transportation.